





—for

131-1

G. K. H. BARRON, Capt.,  
Adjutant, H.K.V.R.



## CRICKET.

## CLUB "A" v. UNIVERSITY.

The University players put up quite a good show against the Club XI. on the Club ground on Saturday. Batting first, they did well to total 167 for six, and had time allowed an exciting finish might have resulted either way, even though Hancock was going strong when play terminated. The scores were as follows:—

J. D. Wright, c Anderson, b R. Hancock	8
Ng Tze Kwong, c Leith, b Anderson	18
A. de Souza, b Leith	28
Wei Wing Lok, c Haworth, b Anderson	1
G. E. Marley, run out	24
Ho Wing Kin, b Leith	1
F. A. Redmond, not out	44
K. Brayshaw, not out	35
Extras	10

Total (for 6 wickets) 167

A. H. Rumjahn, C. G. Anderson, and W. Hall did not bat.

Anderson	16	2	58	2
Hancock	8	0	18	1
Austin	3	0	18	0
Leith	10	1	43	2
Stark	3	0	4	0
Haworth	1	0	16	0

I. M. Whyte, b Brayshaw	0
R. O. Hutchison, b Brayshaw	26
K. J. R. Mitchell, c Brayshaw, b Marley	31
R. Hancock, not out	68
R. N. Anderson, b Marley	6
C. A. Hooper, not out	1
Extras	8

Total (for 4 wickets) 140

A. C. Leith, A. B. Haworth, C. C. Stark, P. C. Jacks and N. J. Ainslie did not bat.

Brayshaw	10	0	51	2
Ho Wing Kin	4	0	32	0
Marley	6	0	49	2

## KOWLOON "A" v. "TAMAR."

Played at Kowloon on Saturday, the sailors putting up a very weak show, but nevertheless, thoroughly enjoying themselves. Scores:—

Williams, b.W., Stalker	13
Godfrey, c Macaskill, b Stalker	0
Moore, b Stalker	0
Rapley, b Stalker	0
Commander Gibson, c and b Stalker	18
French, c Sutton, b Macaskill	0
Lister, c Evans, b Stalker	0
Forrest, c Sutton, b Macaskill	0
Kiteon, b Macaskill	1
White, c McKenzie, b Macaskill	0
Staley, not out	1
Extras	3

Total 42

Hobinson	3	0	18	0
Stalker	8	1	17	0
Macaskill	5	1	4	4

J. G. Blackburn, run out	43
J. V. Braga, c Godfrey, b Forrest	1
D. J. McKenzie, c Forrest, b Godfrey	13
J. C. Christian, c Lister, b White	23
B. D. Evans, b Williams	15
J. P. Robinson, c Gibson, b Godfrey	14
J. Stalker, c Rapley, b Com. Gibson	10
K. Macaskill, not out	8
P. Sutton, b White	4
J. H. Mead, not out	1
A. E. Chunnell, did not bat	0
Extras	3

Total 184

Rapley	7	1	35	0
Godfrey	13	0	18	1
Forrest	4	0	18	1
Williams	4	0	32	1
White	4	0	13	2
Com. Gibson	2	0	9	1

## ASSOCIATION FOOTBALL.

## HONGKONG LEAGUE, DIV. I.

The Royal Engineers' custodian, Rogers, has played many fine games between the upstarts for his side, but he surpassed all his previous performances on Saturday in the encounter between the R.E. and the R.G.A. on the Club Ground. He stood between the Artillerymen and an overwhelming victory. There were periods when the game resolved itself practically into a duel between the Gunners' forwards and the goalkeeper, and only on one occasion was the latter beaten. That one shot no custodian could have saved. It came fast from the foot of Swan from close range, and went clean through the net. The magnificent goalkeeping of Rogers apart, the feature of the game was the truly remarkable shooting of the Gunners. At all ranges and from all angles that one has missed at Happy Valley for some considerable time, Rogers took them all as they came, high or low, and cleared his lines with never a slip. Swan, Youngman, and Shakspear were ever shooting, the former with all his old power and the latter with fine judgment, frequently on the fly.

The display of the Gunners' front ranks was all the more marked because of the contrast provided by the other forward line. Horstop and his comrades worked the ball from man to man quite cleverly, but showed a most exasperating and fatal disinclination to shoot. The occasions on which Gibson was tested severely were very few. It was the Artillerymen's backs who broke the force of the Engineers' aggressive. Caple in particular tackling and clearing effectively. Scott showed a return to his old form at back for the Engineers, his kicking was true and powerful, and his headwork was undeniably almost the whole of the first half was contested either in mid-field or around the R.E. goal, the Artillerymen could not take their manifest superiority to the required advantage. They were unwearied in their efforts to break down the defence in which Rogers was the most conspicuous figure, but it was not until a few minutes after the interval that they succeeded in their endeavours, Swan

scoring. The R.E. must have been expecting this all the while, and the regulation of their fears, instead of disheartening them, spurred them on to further effort. Hereafter their display was marked by much greater spirit and vim, and they attacked so furiously that for quite a while the R.E. charge was in peril. The back of the offensive was invariably broken by the backs, however, and Gibson was rarely anxious. Seemingly realising that all their endeavours would be futile, the Sappers slackened off considerably, and the encounter ended somewhat tamely with the R.E. deserving winners. The exhibition given by the Gunners has not been equalled for all round excellence this season.

Mr. F. W. Wright was a very efficient referee. He had little trouble, for the game was exceedingly free from suspicious play right through.

## SHROPSHIRE v. BEAT NAVY.

The Shropshires had a more difficult task to beat the Navy than was perhaps anticipated, and they only claimed the two points by the odd goal of five. The blue-jackets are evidently improving, and they should make competition much more interesting.

## HONGKONG LEAGUE, DIVISION II.

## STAFF AND DEPARTMENTS OVERWHELM ISLANDERS.

The Indians fielded a somewhat unrepresentative team in their game with the Staff and Departments and were whacked to the tune of 7 goals to love. It was the soldiers game right through, and the points came in almost monotonous succession. The scorers were Davies (3), Brown (2), and Steele (2).

## LAM LIONG v. CONFUCIANS.

This match between the two clever Chinese teams in the League was expected to produce a first-class exhibition of clean, clever football. Instead, it was productive of one of the most unpleasant games to watch that has been seen in Hongkong for quite a long time. There is an exceedingly keen rivalry between these two evenly-balanced combinations, and the players very soon began to display a marked tendency to unfair tactics. The man was taken every time instead of the ball, and the man was not infrequently tackled unfairly and even dangerously. Several men were cautioned, and at half-time the Captains of the teams were brought together and cautioned. There was not much improvement in the second half, and a game that was marred almost all through went in favour of the Lam Liong by 2 goals to 1.

## HONGKONG LEAGUE.

## DIVISION I. TABLE TO DATE.

Club	P.	W.	L.	D.	F.	A.	P.
K.S.L.	5	3	2	1	3	4	8
R.E.	5	2	2	1	3	4	5
Hongkong F.C.	3	1	1	1	3	1	3
R.G.A.	4	1	2	1	3	2	2
Navy	4	1	3	0	4	7	2

## DIVISION II. TABLE TO DATE.

Club	P.	W.	L.	D.	F.	A.	P.
88th Company	7	7	—	—	20	1	14
Staff and Dep'ts	6	6	2	—	22	10	12
K. S. L. Res.	5	3	1	1	13	9	7
83rd Company	6	3	2	1	12	8	7
Lam Liong	5	2	1	2	13	7	6
St. James	5	2	3	—	4	13	5
St. Joseph's	5	2	3	—	4	4	4
University	3	1	1	1	5	3	3
Kowloon Dock	4	1	2	1	4	9	3
Confucians	4	1	2	1	4	9	3
Belcher	4	1	2	1	4	9	3
8th Company	5	1	3	1	8	12	3
Diocean School	5	—	5	—	2	22	—

## HONGKONG HOCKEY LEAGUE.

Major Robertson has consented to act as President of the newly-formed Hockey League, and Lieut. Lewis, K.S.L.I., as Hon. Secretary. A Shield has been provided for competition by subscription from Clubs and players competing.

## AT THE MAGISTRACY.

## THEFT OF DRAIN PIPES.

Two Chinese charged with stealing and receiving from a store at Canton Road, Yaumatei, 100 drain pipes and 46 balustrade supports, value \$462.35, have been remanded.

## OPIUM UNDER THE FEET.

A Chinese arrested on the Praya was fined \$800 with the alternative of two months' imprisonment for unlawful possession of eight tins of prepared opium. The man walked on two tins of opium which were concealed under his socks.

## STEALING ANTIMONY ORE.

A Chinese junk-master who pleaded guilty to the theft of 6,350 lbs. of antimony ore, valued at \$1,000, was sentenced by Mr. Hazland to six months' imprisonment and four hours' stocks.

Det. Sgt. Willis prosecuted, and Mr. Davidson represented the Mitsui Bussan Kaisha, the owners of the ore. The evidence showed that on January 3rd defendant took a cargo of 572 bags of antimony ore from West Point to the *Borneo Maru*, lying at Kowloon. On the way he cut the bags open and abstracted over 6,000 lbs. of the ore, stowing it in the bilges. The shipment was refused on account of the bags being cut, while the junk was taken to the wharf, where the missing ore was discovered.

## MOTOR-CYCLE ACCIDENT.

## CHARGE OF FURIOUS DRIVING.

The hearing was resumed at the Magistracy on Saturday of the case in which Harry S. Komor, of 41, Robinson Road, is summoned "for that he, on Sunday, December 19th, having charge of a motor bicycle, unlawfully, and by wilful or furious driving did cause bodily harm to one Mrs. Isaacs Turner, at Wongnei-cheong."

Mr. W. E. L. Shenton prosecuted, and Mr. Bellios, (instructed by Mr. J. H. Gardiner), defended.

Mr. A. L. Struthers, second engineer of the s.s. *Fatshan*, said he was leaving the European cemetery at the time of the accident. When near the grand stand of the Jockey Club he saw a motor-cycle and side-car on the right-hand side of the road, travelling towards Hongkong. Witness was on the left-hand side. Thirty yards in the rear was another bicycle, which passed on the left. The second bicycle was travelling, in his opinion, at about 25 miles per hour. He heard no warning sound. The next thing he saw was some soldiers running across the road, and an object lying in the road. The motor-bicycle cleared off. He did not see defendant, at the house to which the woman was taken. Witness was at the house for half-an-hour.

Replying to Mr. Bellios, witness said that it was by sheer good luck that Mr. Tarby, his companion, was not knocked down by the second bicycle. Mr. Tarby pushed against witness, and said he would use his stick on the cyclist if he could get hold of him.

The hearing was again adjourned.

## BRITISH TRADE WITH CHINA.

## ADDRESS BY THE BOARD OF TRADE COMMISSIONER.

A review of existing methods and future tendencies in connection with "British Trade in China" was the subject of an interesting address delivered recently before a meeting of the Far Eastern Section of the London Chamber of Commerce and the Chinese Association, by Mr. Thomas M. Ainscough, the Special Commissioner of the Board of Trade. Mr. Frederick Anderson (chairman of the Far Eastern Section of the London Chamber of Commerce) presided.

Mr. Ainscough said there had been a growing conviction among British engineers for some time that unless the present system of representation in China was revised they would find themselves completely excluded from the electrical and industrial machinery market, which was being secured by the Germans. This conviction had been reflected in the formation of groups of British manufacturers, who had continued either to carry out their own pioneering work in China, in conjunction with the merchants, or to sell their products direct to Chinese. Such groups were working in the right direction, and their energy and enterprise deserved all success. The past ten years had seen a wonderful increase in the number of European firms who were distributing their goods direct to the Chinese consumer, in all the large towns of the interior through the medium of guaranteed inspectors. In order to carry out a system of this kind we required powerful syndicates with large capital, and the ability to count the success of the system by carrying it out for at least a full trade cycle of five years or so. He emphasised the necessity for closer co-operation between the manufacturers and merchants in this country, the need for the provision of greater facilities from our banks and financial institutions for the purpose of financing deferred payments on large Chinese Government and private contracts for plant, machinery, and other supplies, and the importance in the future, as China opened up, for our mercantile assistants and travellers to secure a wider knowledge of the country and its people, their language, traits of character, business methods, and mode of life.

British merchant houses in China, he said, ought to take advantage in the temporary lull in German competition in China, during the war to revise their methods and put their house in order. The openings for an extension of the foreign trade of the country were greater than ever before. The method of marketing to which he had referred had been mainly adopted by the large manufacturers of semi-monopolies and proprietary articles such as cigarettes, kerosene, candles, alkalies, household soap, aniline dyes, and other refined goods, but the adoption of similar methods by the Japanese in distributing cotton drills and sheetings, and by the Russians in disposing of large quantities of cotton prints tended to prove that the method was suitable for the sale of more complex and diversified articles of general import.

Conditions affecting schemes of expansion were rapidly improving. Many of the largest cities in the interior could now be reached by rail, great provinces such as Szechuan were being opened up and brought within comparatively easy reach of the coast by steam navigation, currency conditions in the provinces were on a more satisfactory basis, the postal and telegraph system connected with every town of note in the country, with the adoption of such modern methods as parcel and sample post and a cash-on-delivery system. It must be remembered that the revolution of 1911 was a revolution not only in political thought, but also in the emancipation of Chinese ideas as regards fashions, customs, and modes of life. This had made itself felt already in a tentative adoption of Western products and methods, and a demand for very many European articles, the sale of which, five years ago, would have been almost impossible. London, and China, they were now holding.

## THE SINKING OF THE

## "YASAKA MARU."

## FURTHER PARTICULARS.

According to a Nippon Yusen Kaisha official, the *Yasaka Maru* was constructed at an approximate cost of ¥2,800,000, but the value of steamers having since increased between two-fold and four-fold, her actual value may be put at over ¥5,000,000. Under the Japanese insurance scheme, her hull was insured for ¥1,500,000, totalling ¥4,000,000, with the Tokyo Marine Insurance Company, which concern the Government must compensate to the extent of 80 per cent. of the loss. The loss falling on the Tokyo Marine Insurance Co. will therefore amount to ¥3,000,000. Though these are the book losses, there is another and greater loss to be taken into account when the situation is considered from the standpoint of the general shipping-trade of Japan. For the next few years, it will be next to impossible either to build or to buy such a fine steamer as the *Yasaka Maru*. At a time when there is so much complaint of the scarcity of tonnage, her destruction is regarded by Japanese opinion as a tremendous loss not only to the Nippon Yusen Kaisha, but to Japan.

According to the Nippon Yusen Kaisha, it seems the *Yasaka Maru* had about 8,000 tons of cargo on board, and it is understood that the whole of this has gone to the bottom with the steamer. It is believed that the cargo consisted chiefly of steel, cotton yarn and cloth. It goes without saying that these are covered by war insurance, but there is a serious loss to recover with in addition in view of the difficulty and inconvenience to which consignees will be put.

## THE GOLD SPECIE ON BOARD.

## STATEMENT BY FINANCE MINISTER.

In a sectional meeting of the Budget Committee on Friday, Mr. Taketomi, the Minister for Finance, stated that on board the N.Y.K. *Yasaka Maru* there was \$100,000 in specie shipped from London by the Bank of Japan. The treasure went down with the ship. Mr. Taketomi believed that the specie was insured, and therefore no loss would fall on the Government.

It was estimated that the value of the steamer and her cargo amounted roughly to ¥4,000,000, of which the Government under the State insurance scheme would have to pay 80 per cent., amounting to about ¥3,000,000.

The Minister expressed his satisfaction that despite great material loss involved in the disaster, there was no loss of life or personal injuries to either passengers or crew.

## CAPTAIN YAMAWAKI.

According to Mr. Hayashi, the Managing Director of the Nippon Yusen Kaisha, Captain Yamawaki Taken, who was in command of the *Yasaka Maru*, is an able and experienced seaman, having a "genuine samurai cast of mind." He brought home a splinter of one of the bombs dropped by a Zeppelin on the *Yasaka Maru* in the Thames, and getting it in a handsome frame, dedicated it to the Yasaka Shrine in Kyoto, after which temple the steamer was named. Just before starting on his third and last outward-bound voyage, Captain Yamawaki and the rest of the crew made a pilgrimage to the Yasaka Shrine. They carried with them amulets of the Yasakasama, which they will probably think saved their lives.

## RESULTS OF SEAMAN'S BILL.

## VANCOUVER BUILDING UP AT THE EXPENSE OF U.S. PORTS.

The removal of the home office of the Dollar fleet to Vancouver as the result of the seamen's bill is another whack at the business of San Francisco, says the *San Francisco Chronicle*. We have lost millions of business by the retirement of the Pacific Mail, and now the Dollar fleet is leaving us.

It is not the mere transfer of freight and passengers at this port which is of most value, but the trade in supplies and repairs. Ships are ordinarily refitted and furnished at their home ports, where it can be done under the eye of the owners, and where crews, not needed while repairs are going on, are laid off until the beginning of a new voyage.

Considering not only the language test, but the fact that the avowed purpose of the act is the promotion of desertion of the crews, it should be obvious that all shipping will avoid American ports to the extent that they can, and just now there is no necessity for any ship to visit an American port, as there is ample traffic to be had elsewhere.

It is easy for ships on the Pacific to make through rates to this city and elsewhere by way of Vancouver without subjecting themselves to the annoyances of American laws. And they will do it if found more profitable, or even less annoying. Any ship will shun a port where it is known in advance that the crew will be solicited to desert, for no shipowners will hunt trouble of that kind.

Of course, that is an injury to exporters, importers and travellers to or from the unpopular port, but that is for them to settle with their own lawmakers. A law is assumed to represent the will of the people, and if the people desire to favour neighbouring countries at the expense of their own it is, of course, not the business of outsiders to interfere.

The Japanese do not pretend to disguise their delight at the unexpected gift to them of great volumes of traffic on the Pacific, and now we may expect similar expressions of gratitude from Canada. At least we are entitled to them, and shall get them if the people of Canada have any sense whatever of the proprieties.

How many American citizens have been or will be deprived of employment in this city by the loss of the Pacific Mail and the Dollar fleets we have no means of ascertaining. The number would include all those engaged in providing the materials and making the repairs which have been required by these ships while making this city their home port.

## INTIMATIONS

## LANE, CRAWFORD &amp; Co.

FOR HIGH-CLASS CIGARS AT MODERATE PRICES.

## DUTCH CIGARS.

"BRAMA" in Boxes 25 at \$2.50 per box.

These Cigars are made entirely of the finest Havana Tobaccos and are a most exquisite smoke.

"EL PLANTADOR" in Boxes 25 at \$1.75 per box. The very best of Mexican Cigars.

"MAZEPPA" in Boxes 50 at \$2.75 per box. We beg to draw the special attention of Smokers to this Cigar.

"HERMANAS" in Boxes 50 at \$2.75 per box. A very good and inexpensive Cigar.

"LA CASA" in Boxes 100 at \$4.00 per box. Excelling in rich flavour and faultless burning.

"GLORIAS" in Boxes 50 at \$3.00 per box. Silky leaf, delicious aroma, mild flavour.

"LA GRANDIOZA" in Boxes 25 at \$2.50 per box. Are distinguished by a superb delicacy, the result of blending the finest Tobacco leaf.

"KING EDWARD VII." in Boxes 25 at \$4 per box. We specially recommend these Cigars, which are noted for their purity and fragrance.

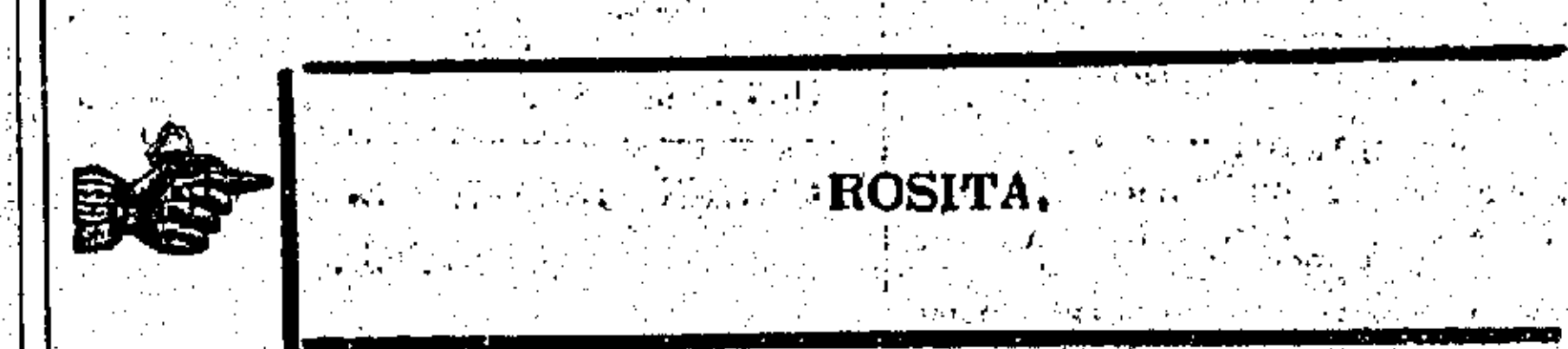
"PETIT DUC" in Boxes 100 at \$7.00 per box. These Cigars are made from a Special Blend of Havana Tobacco and are very delicate in flavour and aroma.

## LA MINERVA MANILA CIGARS

GOLOFINA. PERFECTOS AND BOUQUETS.

## ONE TRIAL

makes you a customer.



ROSITA.

## MILD COOL FRAGRANT SUMATRA

Rosita is one of the Best Cigars of the East. Made of the finest selected Sumatra Tobacco by experienced workmen.

TINNED BOXES OF 50 CIGARS \$4.25

Obtainable at: Hongkong Cigar Store, Watson's, Green, Egyptian, Sheffield Bros. Colonial Dispensary.

SOLE IMPORTER: WILLEM HEYBLOM, POWELL'S BUILDINGS, Hongkong, 6th January, 1916.

## ASAHI BEER

## DAI NIPPON BREWERY

## NOTICE

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Hongkong, 10th January, 1916.

## KNIFE-LIKE PAINS.

The sharp, shooting pains, the intense agony of Sciatica, often make death preferable to life. The fiery darts that run from hip to heel, the sleepless nights, the cheerless days—why not STOP all this and get back to health and comfort again?

LITTLE'S ORIENTAL BALM is the best known remedy for Sciatica. Rubbed into the limbs where the pain is, it gives almost instant relief, and its persistent use has effected many miraculous cures. Don't despair just because other remedies have failed to cure your Sciatica. LITTLE'S ORIENTAL BALM is different from all other remedies. It cures, as thousands can testify.

Sold at 1s. 4d. per bottle. Agents for Hongkong: Messrs. A. S. Watson & Co., Ltd.

And it has not so far as we know, given any seaman born in America or naturalized citizen, increased the pay for the jobs they now hold.



DAI NIPPON BREWERY

OO. TOKIO JAPAN

OBTAINABLE EVERYWHERE.

SOLE AGENTS:

WATSON BUSSAN KAISHA HONGKONG.



## NEW ADVERTISEMENTS

## NOTICE.

I HAVE This Day established myself under the Style and Firm name of JOHN WILKIE & Co., Importers, Exporters and Commission Agents, and will carry on Business at Hotel Mansions, 1st Floor, and at Missions Building, Canton.

JOHN WILKIE.  
Hongkong, 1st January, 1916. [158]

## NOTICE.

WE HAVE This Day authorized Mr. P. W. A. WILKIE to Sign our Firm per Procuration.

JOHN WILKIE & Co.  
Hongkong, 1st January, 1916. [159]

## NOTICE TO MARINERS.

ON and after the 1st March, 1916, the present Light at Cape Collinson will be replaced by a 5th Order Aga Light of the following:

Character—Flashing—one second light followed by seconds darkness making in all 10 flashes per minute.

This Light shows bright to Eastward from N.W. to S.E. and red to Westward. Vessels are warned to keep in bright sector.

C. W. BECKWITH,  
Commander, R.N.,  
Harbour Master, &c.

Harbour Department,  
Hongkong, 8th January, 1916. [160]

## KOWLOON-CANTON RAILWAY.

## NOTICE.

## IMPORTANT ALTERATION OF EXPRESS TRAIN.

THE PUBLIC IS HEREBY NOTIFIED that on and from SUNDAY, January 9th, and until further Notice the Express Train timed to leave Kowloon for Canton at 4.00 P.M. is cancelled, and in its place an Express Train will leave Kowloon at 2.50 P.M., arriving at Canton at 6.20 P.M.

By Order,  
H. P. WINSLOW,  
Manager.

Kowloon, 8th January, 1916. [161]

## THE BANK LINE, LTD.

FOR MOJI, KOBE AND YOKOHAMA.

## THE Steamship

"SALAMIS,"  
4,598 tons, Captain D. A. Gardiner, will be despatched as above on TUESDAY, 18th January.

For Freight or passage apply to  
THE BANK LINE, LTD.,  
General Agents,  
Hongkong, 10th January, 1916. [162]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamers

"NEBLORE,"  
Arrived Hongkong on 8th January, 1916,  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex "Karnala,"  
From Persian Gulf, ex "A. B. S. N."  
and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any one warehouse.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DODDGE, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

B. V. D. PARR,  
Acting Superintendent,  
Hongkong, 10th January, 1916. [163]

## NOTICE.

THE BUSINESSES OF ARCHITECTS AND CIVIL ENGINEERS carried on by COLBOURNE LITTLE in Hongkong and by F. R. J. ADAMS and MARSHALL WOOD, (under the style of THOMAS, ADAMS & WOOD) in Canton have amalgamated as from this date and will henceforth be conducted by the undersigned.

The new firm's name will be LITTLE, ADAMS & WOOD, and the Business of the firm will be carried on at their Offices in Hongkong and Canton as heretofore.

COLBOURNE LITTLE, F.R.I.B.A.,  
F. R. J. ADAMS, A.M.I.C.E.,  
MARSHALL WOOD, A.R.I.B.A.  
Hongkong, 1st January, 1916. [168]

## THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHAREHOLDERS desirous of making inquiries in respect of the DEBENTURE ISSUE should apply to the Company's Office in Hongkong.

All applications for Debentures must be sent in before the 25th February, 1916.

Forms may be had on application  
R. M. DYER,  
Chief Manager.

Hongkong, 31st December, 1915. [113]

## ROYAL HONGKONG GOLF CLUB.

PROVIDED that sufficient entries are forthcoming the British Section of the Kowloon-Canton Railway have kindly offered to present a GOLF for a Ladies' Singles match play Competition under Handicap to be played over the FANLING Course on days other than SATURDAYS, SUNDAYS and PUBLIC HOLIDAYS.

Entries should be sent IN WRITING to the Undersigned and will be received up to the 16th inst.

T. W. HILL,  
Acting Hon. Secretary,  
Hongkong, 5th January, 1916. [147]

## INTIMATIONS

## NOTICE.

THE 6 INTERNAL LOAN OF THE 3RD YEAR OF THE CHINESE REPUBLIC (1914).

THE PUBLIC ARE HEREBY NOTIFIED that the third payment of interest of the 6% Internal Loan of the 3rd Year of the Chinese Republic (1914) will fall due on the 31st of December of this year. With the exception of the detailed regulations governing the payment of interest of the said loan, which have been published in the *Government Gazette* and which have been printed for the information of the Public by all the establishments authorized for the payment of interest, the following important points are hereby published for general information:

1. The date when the payment of interest begins: 31st December, 1915.
2. The organs authorized for the payment of interest:
  - a. All Magistrates Yamen.
  - b. The Head and Branch Offices of the BANK OF CHINA and of the BANK OF COMMUNICATIONS.
  - c. The reliable agents of the above-mentioned two banks.
  - d. All Maritime Customs Office.
3. The methods for the claiming of interest: The Public when claiming for the interest must cut out the matured coupons and proceed to any of the above-mentioned organs with the said coupons. The said organs after examining the said coupons will then pay the interest and retain the coupons so paid. But the holders of \$1,000 Bonds and of \$50,000 Bonds must not cut out the coupons themselves, as the said Bonds have to be examined first by the organs concerned.

The matured coupons can be used as cash in payment of land tax. The interest of the coupons is expressed in term of "big dollar," and if it is required to be converted into taels or copper cash, then the rate of exchange for different districts will be decided and posted in conspicuous places by the various Financial Bureaux concerned.

The Public are requested to read over the detailed regulations governing the payment of interest, which are obtainable at all authorized organs above mentioned.

Peking, 24th December, 1915. [142]

## HUMPHREYS ESTATE &amp; FINANCE CO., LTD.

SHARE CERTIFICATE No. 5122, dated 18th July, 1904, of One Hundred Shares numbered 59001 to 59109 inclusive fully paid up, standing in the Register in the name of Mr. ANTONIO JOAQUIM BASTO, of Macao, having been LOST or DESTROYED. Notice is hereby given that unless the said certificate is produced at the Office of the Company, Alexandra Buildings, Des Vaux Road, Central, Hongkong, on or before the 8th day of February, 1916, New Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 7th January, 1916. [156]

## GREEN ISLAND CEMENT CO., LIMITED.

## LOST.

APPLICATION has been made to this Company to issue Duplicate Certificate of 50 Shares in this Company in the name of Mr. ARTHUR ROBERT DONNELLY, or other Certificate or Certificates in lieu thereof upon Statement that the Original Certificate No. 9518—50 Shares numbered 234577/234828 dated 21st February, 1910, has been LOST or DESTROYED; and NOTICE IS HEREBY GIVEN that if within 30 days from the date hereof no claim or representation in respect of such Original Certificate is made to this Company the undersigned will then proceed to deal with such application for duplicate.

For the GREEN ISLAND CEMENT CO., LTD.,  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 14th December, 1915. [109]

## THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

## LOST.

THE SHARE CERTIFICATE No. 4209 for Twenty-five Shares numbered 4901 to 4925 inclusive, standing in the Register in the name of FRANK BARRINGTON DEACON, having been LOST. Notice is hereby given that unless the said Certificate is produced at the Office of the Company, 5, Queen's Road Central, Victoria, Hongkong, on or before the Third day of February, 1916, a New Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

MOWBRAY S. NORTHCOTE,  
Acting Secretary.  
Hongkong, 3rd January, 1916 [144]

## THE CHINA FIRE INSURANCE COMPANY, LIMITED.

## LOST.

THE CERTIFICATE No. 318 dated 25th September, 1893, of Fifty Shares Nos. 8311-8359 in this Company, standing in the name of Mr. WEL A KWONG, of Hongkong, has been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming another Certificate will be issued by the Company and thereafter no other will be acknowledged.

Dated 13th November, 1915.  
C. PEMBERTON,  
Secretaries.  
[107]

## TO LET—FULLY FURNISHED.

"BERGELDIE," 136, THE PEAK  
About March, or sooner if convenient

Apply—  
A. RITCHIE,  
Care of Messrs. DODWELL & Co., Ltd.  
Hongkong, 10th November, 1915. [98]

## TO LET.

From 1st March.

GODOWN, No. 6, Duddell Street.

Apply—  
A. R. AVASIA,  
Care of E. P. BARNETT,  
No. 1, Duddell Street  
Hongkong, 2nd February, 1916. [63]

## HOUSES TO LET

## TO LET.

TWO HOUSES in "STONEHEDGE," No. 5, Robinson Road. Newly done-up and remodelled.

Each House contains downstairs Two Good Rooms and upstairs Three Bedrooms, each with Bathroom.

Outhouses and Grass Tennis Court. Shortly available for occupation.

Apply to—  
DAVID SASSOON & Co., Ltd.  
Hongkong, 22nd December, 1915. [114]

## TO LET.

OFFICES in Queen's Building.  
Apply—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 12th December, 1915. [105]

## TO LET.

NOS. 11 and 13, GAGE STREET, from 1st January, 1916  
Apply to—  
J. VINCENT BRAGA,  
Toyo Kisen Kaisha,  
Hongkong, 16th November, 1915. [100]

## TO LET.

NOS. 9 and 10, MOUNTAIN VIEW, PEAK.  
Apply to—  
M. J. D. STEPHENS.  
Hongkong, 12th November, 1915. [97]

## TO LET.

"THE KENNELS," 168, Magazine Gap. Thoroughly renovated and repaired.  
Apply—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 10th November, 1915. [95]

## TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.  
Apply—  
DEACON, LOCKER, DEACON & HARTON,  
Hongkong, 19th October, 1915. [90]

## TO LET.

"GLENSHIEL," No. 141, Plantation Road, Peak, from 1st November, 1915.  
Apply—  
LINSTED & DAVIS.  
Hongkong, 16th October, 1915. [85]

## TO LET.

A HOUSE in Kaitford Terrace, Kowloon.  
Apply—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 24th October, 1915. [87]

## TO LET.

OFFICES in St. George's Building, Second Floor, Overlooking Harbour, immediate possession.  
Apply to—  
SHEWAN, TOMES & Co.  
Hongkong, 3rd December, 1915. [53]

## TO LET.

OFFICES at 2, Connaught Road.  
OFFICES in King's Buildings.  
OFFICES in Des Vaux Road Central.  
HOUSES in CLIFTON GARDENS, Connaught Road.  
NEW HOUSES in Broadwood Terrace.  
HOUSES at the Peak.  
No. 1, MORETON TERRACE, Causeway Bay.  
GODOWNS, at Wanchoi.  
Nos. 1, 2 and 3, WEST END TERRACE, CANTON.

Apply—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 4th November, 1915. [32]

## TO LET.

TWO ROOMED-FLATS in Nathan Road.

THREE-ROOMED FLATS in Humphrey's Buildings, Kowloon.

FOUR-ROOMED FLATS in May Road, with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

Apply—  
HUMPHREYS ESTATE & FINANCE CO., LTD.,  
Alexandra Buildings,  
Hongkong, 28th December, 1915. [59]

## TO LET.

NO. 5, MOUNTAIN VIEW, PEAK.

No. 7, STEWART TERRACE, PEAK, from 1st March, 1916.

"WOODBURY," No. 4, Hankow Road, Kowloon, from 1st March, 1916.

No. 2, ZETLAND STREET.

No. 25, SHELLEY STREET.

No. 25, SEYMOUR ROAD, WOODLANDS VILLA WEST.

No. 59, PEEL STREET, on Cause Road level.

"GLENSHIEL," No. 141, Plantation Road, Peak, from 1st November, 1915.

"LEWKNOR," No. 128, THE PEAK.

"HARTING," Austin Road, Kowloon.

ONE OFFICE or SHOP in Duddell Street, Ground Floor.

No. 9, "THE ALBANY,"  
ROOMS, in Duddell Street.  
"ROSEBATH," 2, Hankow Rd., Kowloon.  
No. 6, BELLILIOS TERRACE.  
No. 25, BELLILIOS TERRACE, with entrance on Connaught Road.  
ONE GODOWN, No. 8, Burrows Street, Wanchoi.

TWO GODOWNS, in Duddell Street.  
No. 2, DES VEAUX VILLAS, 51, PEAK (Unfurnished).  
No. 60, THE PEAK (CAMERON VILLAS).  
Apply to—  
LINSTEAD & DAVIS,  
8th Floor, Alexandra Buildings,  
Hongkong, 7th January, 1916. [21]

## INTIMATION

## WATSON'S SULFOCREME

## HAS THE WONDERFUL

## PROPERTY OF GIVING TO THE

## SKIN INCOMPARABLE SOFTNESS,

## PREVENTING REDNESS AND

## IRRITATION, AND OF TAKING

## AWAY WRINKLES AND FRECKLES.

## IT IS ADMIRABLY SUITED TO

## THE USE OF GENTLEMEN AFTER

## SHAVING, AS IT PREVENTS THE

## ROUGHNESS AND SORENESS OF THE

## SKIN WHICH MAKES SHAVING A

## TRIAL TO MANY MEN.

## IN BOTTLES 60 CENTS

## AND \$1.00 EACH.

## Prepared only by

## A. S. WATSON

## &amp; CO., LTD.

## HONGKONG DISPENSARY.

## DEATHS.

HAYTER.—At Sidmouth, South Devonshire, England, on December 6th, HENRY WILLIAM GODFREY HAYTER, of Shanghai.

PENNEY.—At Guernsey, on November 27th, CONSTANCE MAUD, wife of Rev. W. C. PENNEY, M.A., Oxon., Principal, widow of Montagu Hawtrey, of Shanghai.

PIE.—At Burgh Heath, suddenly, on November 29th, GWENDOLINE, wife of E. BURNS PIE, aged 33.

HONGKONG OFFICE: 10A, DES VEAUX ROAD, C. LONDON OFFICE: 151, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, 10TH JANUARY, 1916.

## CHINESE RAILWAY PROJECTS.

Anybody knowing anything of the parlous state of China's finances and of the additional expenditure she will probably incur this year in connection with the abolition of the so-called democratic Republic and the installation of an Emperor would say that it is not likely that the Government will be able to embark on any expensive undertakings for many years to come, and that it is, at all events, certain that there will be no money to spare this year for new enterprises, even of the most urgent nature. China, however, loves to disappoint the prophets; perhaps it is with the idea of living up to this reputation that the Ministry of Communications announce that five new railways are to be constructed (it is not clear whether completed or commenced—is meant) in 1916, with a total length of 4,000 miles and at a total cost of, probably, something in the region of forty or fifty millions sterling. Where China proposes to secure so much money at a time like the present we have not the remotest idea, and we doubt if the Ministry of Communications is in a better position in this respect. Supposing there is so much money available, there can be no question after the disastrous experiences of Canton last summer, that the conservancy of the West River has the first call on any unappropriated funds; if there is money available for the construction of railways, we should have expected that those that have a commercial justification would be given the precedence. These are not the views of the Ministry of Communications. Having pre-supposed the existence of the

necessary forty millions, they have drawn up a scheme for the construction of this year of a system of strategic railways on the north-west frontier—apparently they are so obsessed with the part that railways are playing in the Great War that they are determined that China shall not be behind Germany in her preparedness in this respect.

We do not question, however, the inherent desirability of the lines that are proposed; our adverse criticism is provoked solely by the absurd suggestion of the Ministry of Communications that the lines are to be constructed, or even commenced, in the near future. Nor are we blind to the fact that Mongolia is not the useless desert that it is often represented to be. Apart from their strategic importance, such lines as those from Kalgan to Urga and to Suiyuan would have a certain commercial significance, and would be of considerable utility in opening up the undeveloped grass lands. The present Ministry of Communications cannot, however, claim any credit for the inherent advantages of these and the other lines, for the original scheme did not come from them; their sole contribution is the fantastic proposal that the lines should be built immediately.

The two lines we have mentioned have always been understood to be pending extensions of the Peking-Kalgan railway and will probably be among the first that China will take in hand as soon as circumstances permit; the other three to which the Ministry refers in its programme of haste are the Sian-Lanchow, Lanchow-Hsi, and Sian-Ningxia lines. It will be seen that the effect of these, combined with the already existing railways, will be to link up the most northerly and most north-westerly corners of the Empire with Peking, as well as providing improved communications to vital points on the frontier of China proper. In view of the Mohammedan rebellion that devastated the North-west fifty years ago, there can be no question as to the ultimate desirability, or even necessity, of a railway to Hsi. It would make Tso Tsung-t'ang, the pacificator of those regions, turn in his grave if he heard of troops being hurried up by rail where he and his forces made their famous leisurely advance, growing their supplies of corn en route.

But even more important than the military is the political factor. The centrifugal tendency is always at work in China, and it is in these outlying regions that the influence of the disruptive powers has been most clearly seen. The final outcome of the defection of the Urga *kutukhu* is not yet certain, but it is, at all events, clear that the best way of counteracting the disruptive and centrifugal forces is by means of improved communications linking up Mongolia and the New Dominion with the other parts of the Empire. For these reasons the railways forecasted by the Ministry of Communications are bound to come in process of time, but we see no ground for anticipating that this will happen in any way as early as the Ministry suggests.

A mail for Europe *via* Siberia closes to-morrow at 4 p.m.

Mr. E. Gaster, formerly in the service of the China Fire Insurance Co. in Hongkong, has obtained a commission in the Northumberland Fusiliers.

The Chinese Telegraph Administration's new Wireless Station at Foochow has been opened for general public correspondence with ships at sea, says the *Peking Gazette*.

The receipt is announced by the Prince of Wales' Fund, of further subscriptions to the amount of £850 from British subjects of all races resident in Siam, making a total to date of £7,450 from that source.

Brigadier-General C. D. Blane, C.B., who has been given the command of a brigade of Artillery units, took part in the China Expedition of 1900, and was in the march to Peking (mentioned in despatches, medal).

An engagement is announced between Vivien, only son of Commander Frederick Davies, R.N., Reserve (retired), of Shanghai, China, and Enid, only daughter of Mr. Wareham Smith, of 91, Upper Tulse-hill, London.

A marriage has been arranged between Lieutenant Thomas Arthur Pearson, R.N.D., only son of Mr. and Mrs. A. F. Pearson, of Soldier's Point, Holyhead, and Rosemary Evelyn, only daughter of the late Arthur Albert, of Shanghai, and of Mrs. Albert, 39, Egerton-gardens.

Owing to pressure on our space, "Random Reflections" have been held over until to-morrow.

General Chu Ju, Chebking, was elected a Fellow of the Royal Society of Arts on December 1st.

The *Gazette* announces that 2nd. Lieut. J. R. Stevenson, of the Hongkong Volunteer Reserve, has been promoted Lieutenant.

The *Gazette* notifies that the post of Assistant Medical Officer, Kowloon, has been rendered vacant by the absence of Mr. Pola Dana Raj Naidu "without leave or reasonable cause."

It is announced that "Deferred" telegrams to America cannot for the present be accepted owing to the various North Atlantic Cable Companies having decided to suspend temporarily the "deferred telegram" service.

For failing under the Aliens' Registration Act to notify the presence of two Siamese boys at Eastbourne College, the Rev. F. S. Williams, headmaster, and Mr. G. H. Peacock, assistant master, were each fined £1 at Eastbourne.

The Aberdeen ferry-boat *Hong Lee* foundered at the Aberdeen Wharf on Saturday. It is assumed that the accident was due to the vessel being overloaded with salt-fish. No lives were lost and the damage is at present unknown.

An advertisement appearing in another column announces that the express train timed to leave Kowloon for Canton at 4 p.m. has been cancelled and is replaced by one leaving Kowloon at 2.50 p.m. and arriving at Canton at 6.20 p.m.

A regulation made by the Governor-in-Council under Section 6 of the Dogs' Ordinance, and published in the *Gazette*, states that no dogs brought from Shanghai will be permitted to land in this Colony for a period of six months, commencing from December 27th, 1915.

Amongst those who arrived from home on Saturday by the str. *Nelore* was Mr. Chau Tsun Nin, eldest son of Mr. Chau Siu Ki, Secretary of the Man On Insurance Co., Ltd., and the Chun On Fire Insurance Co., Ltd., of this Colony. Mr. Chau Tsun Nin obtained his B.A. degree with honours at Oxford University in June last, and was previously called to the Bar at the Middle Temple.

Within the last few weeks, two railway accidents have occurred on the Peking-Hankow Railway, says the *Peking Gazette*. The last one took place at Kunghsui, where two trains collided when running in opposite directions. The two locomotives were badly smashed; ten cars containing cattle and over twenty cars with goods were damaged. The damage is estimated to exceed \$200,000.

During the quarter ended December 31st, eleven samples of milk were examined under the Sale of Food and Drugs Ordinance in Hongkong, and all were found to be pure. Six samples of brandy which were examined were found to be of proper quality, but one sample of rum out of six examined was proved to be adulterated. All the samples of beer, bread, flour, gin, port, sherry and whisky were up to standard.

Captain E. H. Rymer, on whom the Emperor of Japan has conferred the Order of the Rising Sun (third class), was in command of the flagship *Triumph*, China Squadron, when she broke out, and he was subsequently Naval Attaché at Tokyo. The Order of the Rising Sun was conferred upon him in recognition of his valuable services during the combined operations of the British and Japanese Fleets in various parts of the Pacific. He assumed the command of the *Triumph* at Hongkong in 1914.

Businessmen residing in the Peak district were under the necessity of taking a little involuntary exercise on Saturday morning in order to reach their offices, owing to a suspension of the Peak tramway service between the hours of 8 and 10. This was due to the breaking of one of the wheels of the depressor which runs from the Peak to a point some way below Barker road, causing the front wheels of the down car to jump the lines. The mishap occurred on one of the skeleton bridges, and thus the delay involved in "jacking" the car up was greater than would otherwise have been the case.

The death has occurred at his residence, 108, Bluff, Yokohama, after an illness of only two days, of Mr. Geo. Syme Thomson, manager and director of Messrs. Dodwell & Co., Ltd. Mr. Syme Thomson had an apoplectic stroke shortly after lunch and never fully regained consciousness. The deceased, who was a



# THE WAR.

## BRITAIN'S NAVAL PREPAREDNESS.

"PERSIA" WAS NOT WARNED.

## THE RUSSIAN OFFENSIVE.

ENORMOUS ENEMY LOSSES.

## NEWS FROM ALL FRONTS.

POLITICAL SITUATION CALMER.

## GERMANY'S FINANCIAL CONDITION.

### NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

### "CAT" SQUADRON VISITED.

### BRITAIN'S NAVAL PREPAREDNESS.

LONDON, January 8th.

A Reuter's correspondent visited the station and coast base of the "Cat" Squadron, one of the centres from which the fleetest warships are ready to set out at a moment's notice on receipt of news of German movements. The whole place presented a very busy spectacle. Submarines that had just returned from a successful voyage were lying alongside the parent ships embarking stores and torpedoes.

The correspondent also boarded a flotilla of the most modern destroyers which had returned from cruises in the North Sea. Their officers declared that despite the German boasts they saw no sign of the German Fleet.

Among other features of the Fleet were the rapid motor-boats, intended to chase submarines. The visit showed a remarkable eagerness on the part of the Navy to meet the Germans when they emerge from the Kiel Canal.

### GERMAN ASSURANCES.

### SAFETY OF NON-COMBATANTS.

WASHINGTON, January 8th.

Germany's assurances concerning the Mediterranean affect liners, freight carriers and tramps. The previous assurances concerning the North Sea only applied to passenger liners, Germany assuming that there would be no American passengers aboard other vessels there. It stated that the last Austrian Note regarding the Ancona controversy gave essential assurances to those given by Germany. The Note also agreed with the United States that small boats were not, under all circumstances, places of safety for passengers on a ship about to be torpedoed.

WASHINGTON, January 9th.

Germany's Note regarding the sinking of the *William P. Frye* promises to assure non-combatants of a place of safety before prize is sunk, except when conditions are such as to make it an absolute certainty that the boats will reach port.

### "PERSIA" NOT WARNED.

### VORN-AFFIDAVIT OF TWENTY PASSENGERS.

LONDON, January 8th.

The American Consul at Alexandria has advised his Government that Mr. Grant and twenty other persons have sworn an affidavit that no warning was given to *Persia* before she was torpedoed.

### AUSTRIAN FLEET ACTIVE.

PARIS, January 8th.

A communiqué states that the Austrian fleet emerged from the Bocche at Cattaro and bombarded Lovchen.

[THROUGH REUTER'S AGENCY.]

### ITALIAN TRANSPORT SUNK.

### TWO HUNDRED RECRUITS LOST.

CETINJE, January 8th.

An Italian steamer from Brindisi, with supplies and 426 Montenegrin recruits from America, struck a mine yesterday near San Giovanni de Medus. The vessel sank immediately and 200 of her passengers perished.

### LOST BRITISH SUBMARINE.

### CREW TO BE INTERNED.

AMSTERDAM, January 8th.

The British submarine which sank off Texel was only sighted by the *Neerd Brabant* ten hours after the accident.

The crew are awaiting the decision of the Dutch Government as to whether they are to be interned. It is thought that their internment is unlikely as they are sailors in distress.

LATER.

The Dutch Government have decided to intern the crew under the provisions of the Hague Convention.

### NORWEGIAN STEAMER SUNK.

LONDON, January 8th.

The Norwegian steamer *Danheuf* has been sunk. Fifteen of the crew have been landed.

### FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

### MINOR INCIDENTS.

### GERMANS DROP BOMBS.

LONDON, January 8th.

General Sir Douglas Haig, in a communiqué, states that a mine was exploded near the La Bassée Canal. A German aeroplane dropped two bombs behind our lines north of the Somme, but no damage was done. There have been unimportant artillery engagements at various points. We obtained a direct hit on one enemy battery south-east of Armentières.

### FRUITLESS ENEMY ACTIVITY.

PARIS, January 9th.

A communiqué states:—Artillery effectively bombarded several points of the front, and destroyed an armoured cupola south of Arras. The bombardment caused severe damage at Berry au Bac, at Hill 108, and east of St. Mihiel. There has been great but fruitless enemy activity at Hartmanns Weilerkopf, especially between Rehelsen and Hirtstein.

### GERMAN FORTIFIED POSITION DESTROYED.

PARIS, January 8th.

To-day's communiqué says that there has been a comparatively quiet night. Our artillery destroyed a German fortified position at Fontenoy, north of the Aisne.

### OVER 7,000,000 FRENCHMEN MOBILISED.

LONDON, January 8th.

The Paris correspondent of the *Times* says that France, altogether, has mobilised over 7,000,000 men.

### THE BALKANS.

[THROUGH REUTER'S AGENCY.]

### AERIAL EXCITEMENT.

### FEARLESS FRENCH AIRMEN.

LONDON, January 9th.

Reuter's correspondent at Salonika states that a French aeroplane had an exciting adventure. While returning from a reconnaissance of the enemy lines it encountered two Taubes bound for Salonika, and though armed with only one rifle the Frenchmen fearlessly attacked, the Germans replying with a machine-gun. Anti-aircraft guns below opened fire on the enemy, but the French aeroplane was damaged and compelled to alight. The pilot being wounded. The hostile machines were compelled to turn tail owing to the splendid fire of the anti-aircraft guns.

A number of bombs were dropped on the French and British camps, but no damage was done beyond a few casualties.

### SUSPICIOUS CHARACTERS.

### ARRESTED BY ALLIED MILITARY AUTHORITIES.

ATHENS, January 8th.

The Allied military authorities at Mitylene have arrested German, Austro-German and Turkish Consul agents.

LATER.

The persons arrested at Mitylene include Greek and Turkish notables, a German merchant and other suspicious characters. They have all been taken aboard an Allied ship.

### SCHEMES AT SALONIKA.

### EQUIPMENT FOR TURKISH RABBLE IN AUSTRIAN CONSULATE.

LONDON, January 8th.

A Salonika telegram states that a search of the Austrian Consulate led to the discovery of 180 rifles, 150 revolvers, cartridges, explosives, Turkish uniforms, flags, and armlets bearing the Crescent, which were evidently intended to equip the Turkish rabble who would have been incited to murder and pillage in the event of the success of an Austro-German and Turco-Bulgarian attack at Salonika.

### RE-CONQUEST OF SERBIA.

### REFUGEES DESIRE TO FIGHT.

ROME, January 8th.

Thousands of Serbian refugees are applying to enlist to fight on the side of the Allies for the re-conquest of their country.

### ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

### FURIOUS BATTLE ON MONTENEGRIN FRONT.

### HEAVY LOSSES ON BOTH SIDES.

CETINJE, January 8th.

A furious battle has been raging night and day on the Montenegrin northern front since the 6th inst. The Austrians at one point hurled 20 battalions, supported by numerous guns and machine-guns, upon the Montenegrins, who retained the majority of their positions. The losses on both sides were heavy.

### VIOLENT ENEMY ATTACKS.

CETINJE, January 9th.

The enemy have made four violent attacks along the entire front.

### ARTILLERY DUELS.

ROME, January 9th.

A communiqué states that artillery duels continue. Bad weather is impeding operations.

### THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

### HEAVY BOMBARDMENT.

PARIS, January 8th.

A communiqué states that heavy artillery bombarded the Asiatic side of the Dardanelles.

### GUNS ON ITALIAN STEAMER.

WASHINGTON, January 8th.

Herr Zwednick has informally called Mr. Lansing's attention to the presence of guns on the Italian steamer *Guisepe Verdi*. It is understood that he wished to ascertain what action, if any, the United States, as a neutral, considered taking.

### RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

### ENEMY FAIL TO CHECK OFFENSIVE.

### ENORMOUS LOSSES.

PETROGRAD, January 9th.

A communiqué states that considerable enemy forces repulsed our elements from Czartorysk, but they were subsequently dislodged, and further attempts to regain the town failed. At the middle of the Strypa our units captured hostile positions at various places. They also captured seventeen officers, over 1,000 soldiers and several machine-guns. North-east of Czernovitz the enemy tried to check our offensive by counter-attacks in large forces but they were repulsed with enormous losses.

### ADVANCE ON STRONG STRATEGICAL POINT.

PARIS, January 8th.

A Petrograd telegram says the most important news of the day is the Russian advance on the town of Kukhotzkavola, ten miles westward of the River Stry, situated at the issue of the Pinsk marshes, and constituting a strong strategical point, enabling the Russian right wing to develop the offensive safely in this sector.

### GENERAL.

[THROUGH REUTER'S AGENCY.]

### POLITICAL SITUATION IN BRITAIN.

### WHY THE LABOUR VOTE WAS INFLATED.

LONDON, January 8th.

The political situation is calmer. Talk of a general election persists in some quarters, but it is generally believed that this last extremity will not be needed. It would only be adopted in the event of serious threats of Labour troubles, and the Anti-Conscriptionists admit that an election would be disastrous to them.

Mr. Roberts, a Labour M.P., points out that the vote of the Labour Congress was inflated because some delegates represented about fifty people, who, on a card vote, counted as a thousand, as this is the lowest figure for a unit. Nevertheless, he considers that the majority against the Bill is large and that it is due to the delegates having insufficiently digested the Bill.

Already some of the Labourites and Radicals are considering whether they should not modify their attitude on the second reading.

### GRAVE STRIKE RIOTS IN OHIO.

### INCENDIARISM AND WHOLESOME LOOTING.

LONDON, January 8th.

There has been serious strike rioting at Youngstown, Ohio, in which, according to the latest accounts, there have been three killed and nineteen wounded.

The strikers, who are employees in the steel works at East Youngstown, began by setting fire to six blocks of buildings. Wholesale looting followed.

The situation was so serious that the authorities decided to blow up East Youngstown Bridge, in order to prevent the rioters crossing the river.

A number of the strikers, drunk with stolen whisky, seized 500 lbs. of dynamite and blew up several buildings. They are now threatening to destroy the residential section of the town.

Troops were summoned and numerous arrests have been made.

### MR. GIBSON BOWLES WITHDRAWS.

LONDON, January 8th.

Mr. Gibson Bowles has withdrawn his candidature for St. George's, Hanover Square, in view of the Conservative nomination of so distinguished a candidate as Sir George Reid.

### BIG BURGLARY AT AN ENGLISH MANSION.

LONDON, January 8th.

Burglars have made a big haul of valuable curios and silver ware at Curzon Hall, Derbyshire, the residence of Lord Scarsdale, Lord Curzon's father, who is lying ill at the Hall.

[THROUGH REUTER'S AGENCY.]

### VALUE OF GERMAN MARK.

### CAUSES FOR HEAVY FALL.

LONDON, January 8th.

The *Times* is of the opinion that the proximate cause of the recent heavy fall in the value of the German mark in neutral countries is probably the falling due of coupons on German loans, of which there are foreign holdings. These have been increased by the amounts of the German War Loans which have been taken up in the United States and Switzerland. The periodical dividend payments—well Germany's unfavourable trade balance, despite the fact that the cutting off of German trade would ordinarily tend to relieve Germany of the difficulty of providing against increased imports.

The *Times* adds that it should be noted that the American sterling exchange has now passed the point at which the exportation of gold from London to New York is profitable.

### THE BRITISH CENSORATE.

### COMPLAINTS FROM AMERICA.

WASHINGTON, January 9th.

The Government have sent a Note to Great Britain based on complaints that the British authorities have been censoring mails from the United States destined for neutrals.

### FORD'S PEACE PILGRIMS IN GERMANY.

COPENHAGEN, January 8th.

The members of Mr. Ford's Peace Party have started on their journey across Germany.

### OBITUARY.

### LORD BURNHAM.

LONDON, January 9th.

The death is announced of Lord Burnham, K.C.V.O., principal proprietor of the *Daily Telegraph*, in his 83rd year.

[Telegrams received on Saturday, and published in an "Extra" on Sunday, will be found on page 4.]

### MOTOR BANDITS IN SHANGHAI.

### AMAZING EPISODE IN ICHANG ROAD.

Six armed men in a motor-car, disguised as Chinese soldiers, held up the office staff of the Dah Yu flour mill, Shanghai, last week, and secured \$100 in cash.

The Dah Yu flour mill is situated up an alleyway leading from No. 1, Ichang Road. At about half-past six o'clock in the evening a Chinese drove up to the entrance of the alleyway in a motor-car. Detaching two of the party to stand guard at the different entrances, the leader with three companions entered the office. The men were armed.

"We demand \$20,000 cash to pay the troops at the Arsenal," was the command issued to the trembling employees by the leader of these modern desperadoes. Not finding that amount in ready cash, the robbers seized \$100 and cleared out of the mill. Entering the car on Ichang Road they drove off at top speed.

### HONGKONG BANK NOTES.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended December 31st, as certified by the Managers of the respective banks, is as follows:—

Banks.	Average amount.	Specie in reserve.
Chartered Bank of India, Australia and China	6,976,548	\$ 5,000,000
Hongkong and Shanghai Banking Corporation	21,793,806	15,500,000
Mercantile Bank of India, Ltd.	1,074,231	\$ 250,000

Total ...\$29,844,585 \$21,350,000  
\* Sterling Securities deposited with the Crown Agents valued at \$1,850,000.  
† Securities with the Crown Agents \$68,040.

### STOCK RAISING IN CHINA.

Regulations containing plans for the reclamation of waste lands, cattle-raising in Fengtien Province and the north, proposed by Yao Hai-kuang and associates, have been approved by the Ministry. The company will be called the Tofu Reclamation and Cattle Raising Company, and only Chinese citizens are to be allowed to subscribe to its shares. The company desires to take up some of the vast waste lands in the North and to develop the natural resources there. The company proposes to purchase land in the regions in Tsoan and along the banks of the Kwei-liu River, in Fengtien Province and will finally extend its efforts towards various places in the north of Manchuria and Mongolia. The capital proposed is 1,200,000 dollars, divided into 24,000 shares of 50 dollars each. As soon as one-fourth of the amount is paid in the company will be formally inaugurated. *Financial and Bullionist.*

### THE WAR AND TSINAN.

### EFFECT ON GERMAN FIRMS.

Among the belated trade reports published by the British Board of Trade is one on Tsinan for 1914 by Mr. Consul J. T. Pratt, which contains several interesting paragraphs dealing with the effect of the war on German trade in the Shantung peninsula.

"It is not possible," says the Consul, to "write a trade report for Tsinan in the usual form for 1914, as no figures of any sort are available even for the port of Tsingtau."

"At the beginning of the year the Germans had successfully negotiated agreements for the construction of two new railways which would have greatly increased the importance of Tsinan as a centre of railway communications. They had also at length found the capital for working an iron-mine said to be very rich in ore—situated near the Tsinan-Tsingtau Railway. Everything seemed to indicate that Shantung was about to enter on an era of prosperity and rapid development, but all these hopes were destroyed by the unexpected outbreak of the European war. The railway to Tsingtau—the main artery for the trade of Shantung—immediately ceased to be available for the transport of merchandise."

### WAR AN FLOODS.

"At the same time disastrous floods occurred in the east of the province, a very large portion of which area was at the same time occupied by Japanese troops, who were spread over the countryside in small detachments. The net result may be summed up in a single sentence. Trade became stagnant over the whole province and in the districts east of Tsinan ceased altogether. This stagnation continued till the end of the year, after which, as conditions gradually became more settled, a slight revival took place."

"In the meantime, however, the Tsinan-Pukow Railway has had an excellent opportunity of becoming the main artery for the trade of the province. Reasonable facilities at Pukow and rolling-stock are all that is required, but unfortunately the Chinese are not adepts at managing railways to the best advantage. Some attempt has, however, been made to encourage traffic by the institution of cheap through rates."

"The principal exports from the Tsinan district are cotton, groundnuts, hides, tallow and cattle. The only foreign firms with local representation interested in exports are German, who regarded Tsinan as the hinterland of Tsingtau, and therefore specially worth developing. Their business has now, however, practically entirely ceased."

### FINANCIAL PRIORITIVENESS.

"The only foreign bank in Tsinan is the Deutsch-Asiatische Bank, but it is said that it has never made enough profit to pay for the imposing building in which it is housed. On the outbreak of war the manager—a Prussian officer of the reserve—adopted a policy of 'frugality' towards his British clients, with the result that the bank lost its business more rapidly than might otherwise have been the case. Its sole resource now is the funds of the Salt Gabelle, and the branch is run at a heavy loss. Most of the foreign firms now bank with the Bank of Communications and the Bank of China—both purely Chinese institutions—which seem to answer all requirements. There is no likelihood that any British bank will find it worth while to establish a branch here."

### THE TRADE OF TSINAN.

"The principal imports into this district are cigarettes, oil, soap, sewing machines, cotton thread, dyes, piece-goods, matches and medicines. The distribution of cigarettes, oil, soap, sewing machines and medicines is in the hands of, or superintended by, foreigners, with eminently satisfactory results. A German firm was formerly agent for the Standard Oil Company, with the result that the Asiatic Petroleum Company, with their own staff and organisation, succeeded in capturing most of the Shantung market. This agency has now been terminated and the Standard Oil Company with their own staff will compete much more keenly in future. "Most of the cotton thread in Shantung comes from Japan, and there is no doubt that the British manufacturer would obtain far better results if he dispensed with German agents and established an organisation of his own."

Aniline dyes were imported from Germany, but the trade has not completely stopped and there seems some likelihood of a revival of the cultivation of native indigo.

"The advent of the Japanese is likely to cause keen competition in the cigarette business, which, however, the British American Tobacco Company are very well equipped to meet."

### CAUGHT IN THE LAST LAP.

The story of the escape of a captured German officer and of his efforts to get back to his own country may now be told. After many adventures he had succeeded in getting right round the world, only to be captured in the North Sea when practically in sight of Germany.

Eugen Wahler, an officer in the 152nd Prussian Regiment, was taken prisoner by the Russians at Tannenberg in the earlier days of the war, and was put into a concentration camp. After making two fruitless attempts to escape he succeeded in getting away, and he gave an old Jew 3,000 roubles for a railway ticket through Siberia to Mukden. From Mukden he got to Peking, where he remained for several months. Wahler next proceeded to Yokohama, and subsequently travelled as a first-class passenger from that port to San Francisco. Crossing North America by rail, he reached New York. There he was befriended by German-Americans, who fitted him out as an A.B., and he "signed on" with false papers on a Norwegian sailing vessel, bound for Europe. When the ship reached the North Sea she was stopped by a British vessel, and Wahler was detected by a vigilant official, who ordered the ship into port. The officer was the possessor of the Iron Cross.





**NAPIER JOHNSTONE'S**  
"SQUARE BOTTLE"  
WHISKY.  
UNVARIABLE FOR OVER  
150 YEARS.  
THE SAME TO-DAY AS IN  
1745.

**FRENCH LESSONS**  
G. MOUSSON.  
15, MORRISON HILL ROAD.

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15, MORRISON HILL ROAD.

## VISITORS AT HOTELS.

## HONGKONG HOTEL.

Mr. W. F. Alexander  
Mr. A. D. Allen  
Mr. & Mrs. Athol Anderson and maid  
Mr. Geo. E. Anderson  
Mrs. Arntson  
Mr. E. I. Atkinson  
Mr. H. Murray Bain  
Mr. J. B. Baring  
Mrs. B. B. Bell  
Mr. B. E. Bell  
Mr. C. D. J. Bell  
Capt. & Mrs. B. B. Bell  
Mr. & Mrs. C. W. Bewick  
Mr. R. J. Birbeck  
Mr. H. Eickerton  
Mrs. B. B. Black  
Mr. N. F. Blanch  
Capt. B. Branch  
Mr. H. Bridges  
Mr. R. Buchanan  
Dr. F. di Cevoli  
Mr. T. W. Carrington  
Mr. C. Champlin  
Mr. H. Chatham  
Mr. B. M. Collison  
Mrs. Cornhillson and child  
Mr. & Mrs. W. F. Coney  
Mr. F. Conway  
Mr. N. Croucher  
Mrs. F. E. Davis  
Miss M. E. Duffy  
Capt. J. W. Evans  
Mr. Wallace Farley  
Dr. G. H. L. Fitzwilliams  
Mr. James Finlay  
Mr. Durand Fuller  
Mr. J. Gibb  
Mr. V. Gouldbourne  
Mr. & Mrs. J. Gould  
Mr. R. Grundy  
Capt. T. P. Hall  
Mr. & Mrs. L. Hallward  
Mr. & Mrs. W. A. Hannibal  
Mr. A. Harro  
Mr. W. E. Harston  
Mrs. F. D. Helmer  
Mr. A. Hicks  
Mr. L. G. Holgate  
Mr. W. J. Hodge  
Mr. A. E. Hodgins  
Mr. A. F. Hoeglin  
Mr. J. St. C. Hunt  
Mr. Robert Hunter

## KING EDWARD HOTEL.

Mrs. Russell Almond  
Mr. G. Bannerman  
Mr. & Mrs. T. S. Cheng  
Mr. A. Course  
Capt. & Mrs. Donaldson  
Mr. R. A. Donaldson  
Mrs. C. Foo  
Mr. J. J. Fox  
Mr. F. Fraser  
Mrs. T. Grants  
Mr. T. N. Gregory  
Mr. E. Grieve  
Mr. T. G. Haynes  
Mr. & Mrs. Hammesand  
Mr. & Mrs. H. P. Harris  
Mr. E. W. Heckrath  
Mr. & Mrs. Wm. Jackson  
Mr. V. Jeffery  
Mr. J. Joseph  
Mr. A. Lambden  
Miss E. G. Lamden  
Mrs. W. D. Lee  
Mr. P. M. Marsh  
Mr. E. Murphy  
Mr. B. C. Norris  
Mr. & Mrs. Newman  
Mr. & Mrs. Ong Yue  
Mrs. W. C. Pannmore  
Mr. M. Parnham  
Mr. W. J. Pringle  
Mrs. R. A. Ramsay  
Mr. J. F. Reid  
Mrs. Robinson  
Rev. & Mrs. C. E. Rath and family  
Mr. F. M. Searcy  
Mr. T. Smith  
Mrs. S. Sylvester  
Mr. & Mrs. Spencer  
Mr. Sturdy  
Miss Square  
Mr. C. H. Soper  
Mr. E. M. Sleigh  
Mrs. Gordon Stone  
Miss Taylor  
Mr. H. Thornton  
Mrs. E. L. Tourtel  
Capt. Tucker  
Mr. & Mrs. J. B. Underwood  
Mr. Welchell  
Mr. & Mrs. F. Wittebold  
Sen.  
Mr. & Mrs. J. W. White

## PEARL HOTEL.

Mr. & Mrs. W. Armistead  
Mrs. strong  
Mrs. Bowler  
Mr. & Mrs. Carmichael  
Mr. F. W. Cary  
Mr. & Mrs. C. D. Camell  
Lt. & Mrs. Cooney  
Col. Darling R.E.  
Mr. Denman Fuller  
Mr. S. H. Ellis  
Mrs. Farnival  
Mr. & Mrs. B. A. Hele  
Mr. F. A. Hazeland  
Mr. T. J. E. Johns  
Mr. Lee Jones  
Mrs. V. Martin and children  
Mrs. W. W. Martin  
Mr. R. Patterson  
Mr. T. L. Perkins  
Mr. C. Skott  
Mr. & Mrs. Grant  
Smith  
Mr. & Mrs. A. Findlay  
Smith  
Mr. & Mrs. A. S. Seymour  
Mr. G. E. Stewart  
Maj. Gen. Ventris  
Mr. & Mrs. David Wood

## GRAND HOTEL.

Mr. E. Alcock  
Mr. C. R. Arnott  
Mr. C. H. Booth  
Mr. A. Cameron  
Mr. A. B. Crow  
Mr. W. C. Dziel  
Mr. A. Durich  
Mr. K. S. Elias  
Mr. L. E. George  
Mr. D. Harney  
Mr. F. G. Humm  
Mr. W. Lawrie  
Mr. J. M. MacKay  
Mr. J. Mantelro  
Mr. F. S. Owen  
Mr. P. Phillip  
Mr. H. W. Ray  
Mr. C. W. Reynolds  
Mr. R. H. Rogers  
Mr. E. Ryan  
Mr. S. Saunders  
Mr. H. Sinclair  
Mr. J. Smith  
Mr. A. Stokes  
Mr. J. K. S. Stanton  
Mr. H. F. Thorng  
Mr. S. W. W. Wright

## NOW READY.

## DIRECTORY

## PROTESTANT MISSIONARIES

## CHINA, JAPAN AND COREA.

## HONGKONG DAILY PRESS OFFICE

## PRICES:

Cloth Cover ... \$1.25  
Paper ... 0.30

Hongkong, 31st December, 1915.

## THE WAR.

The following cables were received on Saturday evening and issued in our Early Morning Extra yesterday.

## RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

## RUSSIANS MAKE FURTHER PROGRESS.

## OZARTORYSK CAPTURED.

PETROGRAD, January 7th.

A communiqué says:—We occupied the cemetery at Ozartorysk and established ourselves in the captured portions of the enemy's positions north-east of Ozartorysk.

The Russians have captured Ozartorysk and also the heights two versts to the westward. The enemy counter-attacked with a view to recapturing the town, but failed.

North-east of Ozartorysk the Austrians attacked with force and followed this up with an infantry attack, but they were driven back to the trenches.

## FOUR HUNDRED GUNS FOR FIFTY HOURS.

LONDON, January 8th.

The Russians prepared for their principal attack on the heights to the northward of Ozartorysk by a bombardment of fifty hours from four hundred guns. There was a sudden lull, when infantry charges were successfully made.

It is announced that the Tsar was present on this front.

## PROBABLE GERMAN OFFENSIVE.

## BATTLE ON UNPRECEDENTED SCALE ANTICIPATED.

## VIEWS OF RUSSIAN EXPERTS.

PETROGRAD, January 7th.

Russian military experts think that the Germans may attempt an offensive between Pinsk and Smorgon in retaliation for the present Russian offensive. This would be an advantage to Russia, because the Germans would have to leave behind their formidable defences and safe winter quarters. Such a move would mean a battle on an unprecedented scale, namely, along an eight hundred miles front.

## AUSTRO-ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

## ITALIANS TAKE THE ENEMY BY SURPRISE.

Rome, January 8th.

A communiqué states that the Italians surprised and captured the position of San Giovanni on the southern slopes of Mont Esperone. The enemy fruitlessly attacked several points at Col di Lana. There were artillery duels along the entire front and the enemy used asphyxiating shells. Austrian air-raft raided the valleys of Fella Isonzo, but did no damage.

## FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

## SUCCESSFUL BOMBARDMENTS BY THE FRENCH.

## POISON GAS INSTALLATION DESTROYED.

PARIS, January 7th.

A communiqué states:—We successfully bombed the enemy's defences at Steenstraete, Hebsas.

Bosching station, Bois le Euxaumont, south Arras, was shelled as a train was passing through.

An entire poison-gas installation was destroyed by gunfire in Champagne, north of Navarin farm, several reservoirs being blown up.

## GERMAN TRENCHES DAMAGED.

LONDON, January 7th.

Sir Douglas Haig reports that yesterday morning the enemy carried out a bombing attack, supported by artillery, on the Arras-Lille railway, but they were driven off.

Our artillery today bombarded various points of the enemy's lines, damaging their trenches considerably.

## FRENCH ARTILLERY ACTIVE.

## A SERIES OF SUCCESSES.

PARIS, January 8th.

A communiqué states:—We again bombarded Bois le Euxaumont and the railway traffic was interrupted. Two German forts were destroyed at Chateau Neuvrard. The artillery continued most active in Champagne. A German convoy was dispersed near Saint-Saple. A small German post was blown up at Vauquois. An enemy column north of St. Etain was bombarded and scattered with a long range gun which set fire to the village.

The batteries caused three explosions in the enemy works north of St. Mihiel.

## TWO GERMAN AEROPLANES BROUGHT DOWN.

SALONIKA, January 8th.

Two German aeroplanes have been brought down in the Anglo-French lines.

## NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

## LOSS OF A BRITISH SUBMARINE.

## ALL THE CREW SAVED.

LONDON, January 7th.

The Admiralty announces that a British submarine sank off Texel yesterday. The entire crew of 33 was rescued and brought to Helder by the Dutch cruiser *Neerd Brabant*.

Dutch correspondents learn from the crew of the sunken British submarine that they lost their bearings and ran on to the Haagsgrond and sprang a leak. The bluejackets are now in the Naval Barracks.

THE HAGUE, January 8th.  
It is officially stated that the *Neerd Brabant* met the submarine outside territorial waters making signs of distress.

## NORWEGIAN STEAMER SUNK.

LONDON, January 7th.

The Norwegian steamer *Fridtjof Nansen* has been sunk and two of the crew drowned.

## BRITISH SUBMARINE'S EXPLOIT.

ATHENS, January 8th.

A telegram from Constantinople states that a British submarine from the Sea of Marmora made its way into the Golden Horn and attacked the arsenal at Pera, doing considerable damage and causing a panic.

## THE SINKING OF THE "PERSIA."

## AUSTRIA WITHOUT INFORMATION.

WASHINGTON, January 7th.

The American Ambassador in Vienna says that up to Tuesday night Austria was without information regarding the sinking of the *Persia*.

## GERMAN SUBMARINES IN THE MEDITERRANEAN.

## A PROMISE TO AMERICA.

WASHINGTON, January 8th.

Count Bernstorff has presented to Mr. Lansing, Secretary of State, Germany's proposal to pay indemnity for Americans lost on the *Lutetia*. He gave an assurance that German submarines in the Mediterranean would not attack non-combatant ships of any character without warning.

Count Bernstorff told Mr. Lansing that Germany had heard of the sinking of the *Persia* only through newspapers.

## GENERAL.

[THROUGH REUTER'S AGENCY.]

## COMPULSORY SERVICE BILL.

## ITS PROVISIONS.

LONDON, January 7th.

The Compulsory Service Bill provides that every British ordinarily resident in Great Britain, from the age of 18 to 41, who is unmarried or a widower without children dependent upon him be deemed from "the appointed date" duly enlisted for general service and to be forthwith transferred to the Reserve. Exceptions are men residing in Great Britain for educational and other special purposes, men who are already in the Army or Navy, Territorials liable for foreign service, clerical men, and men holding exemption certificates granted by triennially to be established under the Act.

Applications for such certificates may be made on the ground that it is expedient for national interests that applicant be engaged on other work on the ground that applicant has a dependent who would be without suitable means of subsistence, or on the ground of a conscientious objection to combatant service.

Certificates may also be granted by any Government department after consultation with the Army Council to employees or men employed on work of national importance within the sphere of that department.

The holder of a certificate must notify any change in the circumstances under which the certificate was granted. The penalty for any omission to do this is imprisonment for not less than six months or a fine of £100.

The Act comes into operation on a date fixable by proclamation within four teen days of the passing of the Act. "The appointed date" will be the twenty-first day after the issue of the Proclamation.

While it is not stated officially, it is apparent that the unmarried men are availing themselves of the fresh opportunity to attest under Lord Derby's scheme and thus benefit by the group system. Those who do not attest become liable for immediate service.

## BILL PASSED BY A LARGE MAJORITY.

## THE DEBATE IN THE HOUSE OF COMMONS.

LONDON, January 7th.

In the House of Commons, Mr. Herbert Samuel said he was convinced of the necessity for the Compulsory Military Service Bill by the cold logic of facts. The war could only be won by hard fighting.

MR. BARNES' VISIT TO THE TRENCHES.  
Mr. G. N. Barnes, Labour M. P. for Blackfriars, said he knew there was strong feeling in his constituency against the Bill, but he was going to risk voting for it. He said he had returned for the day after a month in France, during which he visited the lines from end to end. The men were in the trenches for four days and nights at a stretch, making cheerful but terrible sacrifices, and the least we could do was to see that young men living here in comfort should do their share.

## [THROUGH REUTER'S AGENCY.]

## FUNDAMENTAL UNITY AND GENUINE PATRIOTISM.

Mr. A. J. Balfour (First Lord of the Admiralty) said never had a debate on a controversial subject shown more fundamental unity of feeling, genuine patriotism and determination to do their best. That night's division might do harm ahead, but any impartial listener to the whole debate would be convinced that never had a more united front been shown by any country in circumstances of great stress in regard to the great policy we were pursuing and would pursue to an absolutely successful issue.

## THE DIVISION.

LONDON, January 7th.

The figures in the minority vote against the Compulsion Bill were:—

Nationalists ..... 60.  
Liberals ..... 34.  
Labourites ..... 11.  
Mr. Henderson, Mr. Roberts and Mr. Bruce did not vote.

## PREMIER RECEIVES OVATION.

The announcement of the result of the division was read amid loud cheers, the members in khaki waving their handkerchiefs.

Mr. Asquith, while walking down the floor of the House, was given an ovation. Among the Liberals who voted with the minority were Mr. John Burns (M. P. for Battersea) and Sir Alfred Mond (M. P. for Swansea). The Labourites were divided, while the O'Brienites abstained from voting.

## MR. HENDERSON'S POSITION.

January 7th.

The majority of the Labour Members of Parliament and the National Labour Executive have decided to oppose the Compulsion Bill in view of the decision of the Labour Congress.

Mr. Henderson, interviewed, said he did not intend to resign his seat, but he would have resigned had the Congress required him to oppose the Bill, which he will continue to support.

## OPINION OF THE FRENCH PRESS.

January 7th.

The French Press express warm appreciation of the adoption of the principle of compulsion by Great Britain.

## RE-OPENING GROUP SYSTEM.

## THE LAST CHANCE.

LONDON, January 7th.

It is announced that the group system will be re-opened on Monday for married men as well as single men. It is hoped that a large number of volunteers will come forward.

## WHEN THE DECISION MUST COME.

## MILITARY CORRESPONDENT'S VIEWS.

LONDON, January 7th.

The Times military correspondent estimates that there are two million Germans on the Western front, one million on the Eastern, and two and a half million along the lines of communication, in garrisons, etc. He says that Germany must find herself in strength in effective, and therefore she will be bound before then to force a decision on one front or the other.

The writer submits tentatively the conclusion that a defeat of Russia may still be the centre feature of German strategy, and he says that if General von Mackensen's troops, which up to the present have been destined to support the Turks in Syria and elsewhere, have been rushed back to stem General Franco's attack, then the Teuto-Turkish attack on Egypt is likely to lose the best season for operations, or be launched minus the German troops.

## "AUSTRALIAN TRANSPORT" ASHORE.

LONDON, January 7th.

It is reported that the steamer *Australian Transport*, ashore on the coast of Formosa, has 23 ft. of water in her No. 1 hold.

## AUSTRALIAN WHEAT.

MELBOURNE, January 7th.



## THE SOCIAL SITUATION AFTER THE WAR.

### PROBLEMS TO BE FACED.

Speaking at the London School of Economics on "The social situation at the close of the war," Mr. J. A. Hobson said this was a moment of supreme challenge for economists and Socialists, for as the war moved towards its inevitable close all who could in any measure disengage their minds from the clutch of immediate events found themselves impelled to form some sort of image of the state of affairs that would follow. Though it might take some months in restoring to the country those engaged on foreign service, the pace at which soldiers would flow back into industry would have no regulating relation to the pace at which labour could be smoothly reabsorbed. Much would, of course, depend upon the degree of international security obtained by the peace. It might be necessary to keep large forces in being for some time to come. In that event a considerable fraction of the two millions might not claim an immediate discharge.

### THE RESERVE OF LABOUR POWER.

Would they find that occupation ready to receive them? Some trades would have shrunk; others would have swollen. Not a few would have been transformed in objects and methods of work during the war. It was, therefore, certain that a good deal of temporary unemployment would exist, involving serious economic distress, if the economic events were followed to their unhindered course. One of the remarkable revelations of the war had been the magnitude of the reserve of labour power contained within our nation. The withdrawal of nearly two million men from civil life did not appear to have occasioned any appreciable reduction in the output of material goods. It was likely that the damage done to the general fund of labour by the loss of life and limb among male industrial workers would be largely compensated by the thinning of the overpopulated distributive trades, and by the continued employment of women.

Therefore, so far as the ordinary factors of production were concerned, he saw no reason to consider that business might not be resumed at its former level as soon as the financial and commercial confidence was fairly established. For many years after the war capital would be relatively scarce, and its price very high. The capacity of labour to maintain its standard wages by the ordinary progress of collective bargaining would be greatly impaired. Not only would labour be abundant, but the capital would be scarce, but the abundance during the war of the rules and restrictions by which bargaining was conducted and supported in the past would greatly hamper trade union action. He believed it was idle to pretend that the war would not leave us with a definite enfeeblement of our intellectual and moral personality. One of the most depressing revelations of the war had been the stamped of intellectualism. If the war could work such havoc among our intellectuals, what havoc with any confidence to politicians to give a helpful and hopeful lead to the nation amid the tangle of unprecedented issues that must arise after the war?

### PARTICULARLY DIFFICULT PROBLEM.

Idlers dumped down again into civil life would not bring back habits of contentment, discipline, and deference to authority. It had never been easy for civil society to reabsorb and assimilate discharged soldiers. Our problem would be particularly difficult, for these men would have been nourished not on the mere name of voluntary service, but they would have imbibed habits of independent judgment, individualism, and even of enhanced personal dignity from that consciousness of the part they had played in saving the country. He saw in the men of this generation a new kind of political revolution, if economic circumstances and strong class government barred the path of working-class progress.

In regard to the wider political issue that would emerge from the terms of settlement, Mr. Hobson said an inconclusive settlement would strengthen the forces in this country which aimed at creating a powerful militarist Empire, economically self-contained, and valued by a Protectionist tariff. These political ideas would certainly have gathered strength during the war, and at its close would strive to enforce themselves permanently upon our national policy. Whether they would succeed would depend upon the opposing rally of thought in defence of individual liberty, popular self-government, and constructive internationalism. The issue of this conflict, depended upon how far it was feasible to obtain agreement among the Powers for co-operation to secure a peaceful settlement of future troubles with guarantees that carried confidence.

### ENLARGED FUNCTIONS OF THE STATE.

Whatever tendency prevailed, one inevitable legacy of the war would be a permanent enlargement of the economic functions of the State. Though some of the encroachments of the Government upon liberty and private enterprise and some of the public control over capital and labour exercised during the war would doubtless be revoked, it was pretty certain that what was understood by State Socialism would be found to have made definite and lasting advances in several directions. It could hardly be supposed that the public regulation imposed upon railways and our financial machinery, would be simply swept away leaving these highly organised public services to the unchecked control of private profiteers, or that the great regulative trades would simply swing back into their former precarious conditions.

## SHELLING OF DEDE-AGATCH.

### OFFICER'S VIVID NARRATIVE.

#### TRAFALGAR DAY FIREWORKS.

The following account of the bombardment of Dede-Agatch, the principal Bulgarian port, on Trafalgar Day, is contained in a private letter from an officer who was "spotting" for the guns in one of the British ships.

Orders came suddenly—the Captain and I in the middle of a game of piquet, and the exigencies of the service made me sacrifice a hand containing fourteen aces! He dashed off to see the Vice-Admiral at 10 p.m. just after we had begun to get busy repairing our engines—a many weeks' job. At 1.30 he was back—the repairs were over the side and our squadron (a "blister," three monitors, seaplane ship, four destroyers, and six trawlers) was signalled to join us from a variety of places as the Vice-Admiral had long got tired of keeping them on a string at Mudros.

All our boats were at the booms, so the night was noisy with hissing and bugles. The "turn out," which ordinarily makes the morning at 6 a.m. (when I pack up and carry my sleeping bag below), aroused a pleased ship's company at 11.30 p.m. At 4.30 a.m. we were under way, and by noon had picked up our miscellaneous crowd of heavy-weights and bantams and were standing up to begin. The Captain's cabin had been turned into an operating theatre, full of horrible-looking instruments, and I felt most of place eating a hurried lunch on a bare table in a corner. Then, arrived in the thickest of the clouds, with a waist-thick mist, and my trousers tucked into my socks, and with glasses and megaphone slung round my neck, I went up to the fore-top-most truck to spot for the guns.

### BARRACKS AND HARBOUR SHELLS.

At about 1.15, or so, we loosed off at the big barracks to the west of Dede-Agatch, and somewhat anxiously awaited their reply. The intelligence report had given us reason to believe that there would be 600,000 men and 380 guns, or the greater part of them, against us. Our first shot brought them tearing out of the barracks, and we eased up a bit and let them get clear. Then banged and battered away at about 2,800 yards, making enormous holes and smashing in great areas of walls. Unless someone was killed inside the buildings I think we did not hurt anyone. We were only out for destruction and damage, not slaughter, as the thrifty Bulgarian hates his property being knocked about, but cares very little if his neighbour—or even himself—is laid out.

After a bit we went for the harbour—very tricky work, as the bulk of the casques which we had orders to shoot at were just beyond a low outer breakwater, and with a trajectory from the ship, the least alteration in the elevation of the gun made a big difference. So I was very busy spotting. "Breakwater, 25 short," "Harbour, 25 over," "Hit," "Sea 60 short," "Quay 200 over." All this had to be followed from 18 ft. up, in a strong breeze, amid the din of guns. It was some time before I can tell you! So, naturally, I had a very good voice today. The difficulty was largely settled by the shell burst setting the masts and sails on fire, and the flames spread downwards to the ships.

The destroyers and monitors draw much less than we do and were able to creep in on the lead—the charts of Dede-Agatch being inaccurate—and they plugged all manner of things. Fortunately, the population of the town had all gone away, and the troops stayed behind up in the hills, so I don't think anyone was hurt. We killed a gitting engine which tried to hide itself behind a bush and a shed, two of which ran away escaped all right. Two of the destroyers inspired it to still greater efforts with a "4," but I don't think they really tried to hurt it.

### "A GORGEOUS FLARE UP."

When we realized that there was no one to hurt, it just became a bonfire or Trafalgar Day fireworks—it being the 110th anniversary. We set all manner of things on fire—common sense is effective but lyddite is better; the only things that defined us utterly were bayonets! We burned a vast mountain of coal, many railway vans and trucks, ships, and two oil stores. But the best blaze were the warehouses behind the quays harbour and an immense factory stuffed with highly inflammable goods. It was six storeys, ten windows square, and had two annexes, each of four storeys—one six windows long and one of eight windows long—and both annexes were double. With a roaring wind to help us, and no fire brigade to spoil the fun it was a most gorgeous flare-up, and the flames cast a shadow six sea miles away—nearly 12 kilometres! The trucks and vans burnt merrily, the fire jumping along from one to another and even eating away up to the roof and the storehouses burnt solidly and well—section after section catching. They had great glass skylights, which were shattered by the shells and ventilated the fire nicely. The harbour-master's office must have had something dry inside, as it burnt splendidly.

The great thing about it was that nobody tried to put the fire out, and, if one got smoky, a shell-brightened things up a bit and improved the ventilation, so I don't suppose I shall ever see a finer blaze than Dede-Agatch. The sparks flew from a big factory set, fires going to leeward and these developed well. The coal-heaps fire, unfortunately, could not spread to anything, but it blazed and glowed in the wind. Sometimes a shell would not get a building alight—it would make a hole in the front wall and burst inside, clawing it up, or (if lyddite) blow the roof off and the brick wall gut—satisfactory, but not picturesque! The barracks were in several detached sections, and only one of them burned. The Bulgarians had a flag flying over one of the barracks buildings, and we brought it down in six shots, together with the building it had adorned.

### PRIVATE PROPERTY RESPECTED.

The wind was strong from the north-east, so the residential part of the town was in little danger from the fires, and we did not shoot at Government House or the Post Office, as they were among private houses.

## SUBMARINES IN THE BALTIC.

### MANY GERMAN LOSSES CONCEALED.

Great Britain's submarine challenge in the Baltic has taken far greater dimensions than the public of the countries interested are aware of. The reason is that Germany is concealing the loss of all ships whose crews get ashore into German ports. Some crews have got ashore in Finland where they have been interned. Only when the crews land in Sweden or Denmark is the loss at once known. Steamers arriving in Stockholm from the Sotra Quarken, between the Aland Islands and the coast of Uppland, nearly all report having been stopped or signalled to by submarines. The Swedish steamer *Hage* reports that in the Sotra Quarken and north in the Gulf of Bothnia it saw six boats.

The crew of this steamer, which was bound for Hull with timber, tell an adventurous story. They also report that the captain was detained for an hour inside a submarine. Another captain reports an incident witnessed in the south of the Baltic. The location he gave me, but it is inadvisable to mention it, says the Stockholm correspondent of the Exchange Telegraph Co. A small German cruiser, disguised as a merchant ship, attacked a British submarine which had raised the British naval flag, and had signalled to the supposed tramp steamer to leave to. The submarine fired a torpedo which missed, whereupon the German cruiser, firing from small guns, attempted to ram. Owing to the heavy seas the German gunfire missed or failed to do serious injury, and the submarine, which had a narrow escape, got away.

### "PANICKY FEELING."

Swedish merchant sailors who have been in Germany declare that there is a panicky feeling in the smaller ports, particularly at Weichselmunde and Sassnitz. The German port authorities fear submarine raids with the aim of destroying ships at anchor. Sassnitz has been fortified. The Weichselmunde forts fired in the morning dusk at one of their own submarines, and wounded two sailors. The Germans profess to have an infallible way of protecting against torpedoes large merchant vessels, but they admit that this makes the vessels go so slowly, and that there is no chance of getting out of range of submarine gunfire.

Stockholm and Copenhagen newspapers continue to publish accounts of the British and Russian submarine bases, sometimes with details which would probably mislead the Germans as they are inconsistent and often fantastic. A seaman from Abo, who is now in Finland, affirms that British submarines sank four or five German submarines, none of which have yet appeared in the casualty lists, and the crews were put ashore in the Aland Islands.

All observers agree that the British submarines are boldly and skillfully handled. Stockholm newspapers bear testimony also to the fact that the campaign is conducted on humane lines. A sailor of the torpedoed *Johannes Bus*, who came in a boat to Oxelund, declares that the steamer was torpedoed by the *E 19*, and that the crew were extraordinarily polite. The German had a certificate from a British captain showing that years back he helped to save some lives on the Mexican coast. Fearing ill-treatment, he showed this to a petty officer of the submarine, who clapped him on the back, gave him a handful of cigars, and told him that "England wants to sink the ore, not the crew."

### HAD BLOW TO GERMANY.

Swedish newspapers agree that the stoppage of the ore traffic will be a bad blow to Germany. Lulea, the chief ore port, will soon freeze up, and this year an exceptionally large number of German ships were taking in ore the aim being to get a sufficient supply before the winter. All German ships which in future take the Baltic, north and south, route have orders to keep within territorial waters. This means difficult navigation, owing to the indentations and islands all along the coast of Sweden. Enormous numbers of mines are now adrift in the Baltic. Three or four were driven ashore on the same day on a few miles of coast. Mines have even been seen far up in the Gulf of Bothnia. For the present steamer traffic between Sweden and Finland has ceased. The mines, the submarines, and the dread of loss through misunderstandings have caused great nervousness here, and Sweden's Marine War Insurance Commission has raised premiums. The premium on Swedish traffic between Swedish ports is unchanged, but the premium on Swedish ships trading with German ports has been doubled from 2 per cent. to 15 per cent. The premium for steamers from the Baltic to Denmark or Norway has also been doubled.

Reports from the Sound agree that the German mine field is ineffective, and that the same is true of the Danish field laid a year ago in the Great Belt. The mines do not keep their anchorage, and often break loose. Newspapers here declare that even in the Great Belt there is no insuperable obstacle to the passage of submarines.

The ship's companies of all the ships engaged enjoyed themselves immensely, enjoying the blaze. The flames from the big warehouse must have shot up 800 feet or more from the roof, and the fire looked solid from the basement upwards—streamers 50 or 60 ft. long rushing upwards from each of the sixty windows on the front and from the two annexes, and the windows at the west side. The oil store burnt during the afternoon—a glow and some flames, but mostly very black, greasy-looking smoke, which rose 1,500 ft. and hung together for about two miles. Unfortunately, it was in a tank in the ground, so could not spread much. But the railway van had off or fat in it, and the stuff ran out all blazing—a fine sight. Some trees got shrivelled by the blaze, but most of them were in the residential part of the town, which I think is safe. We did not fire at it, and the wind did not threaten it. The church was not hit, although they were reported to have an observation and a wireless on it.

## LOOKING ONWARD.

### AN APPEAL BY NOBEL PRIZE-WINNER.

The Nobel Prize for Literature was this year awarded to M. Romain Rolland, the distinguished French writer, who so powerfully denounced the rape of Belgium. It may therefore be interesting to quote the following from an appeal which he published some months ago. In making the translation the *Cambridge Magazine* describes it as "probably the most striking pronouncement on the great issues involved that has appeared since the war."

### "WE ARE ALL TO BLAME."

"The rulers who are the criminal authors of these wars will not accept the responsibility for them—they dare not. Each one by underhand means seeks to lay the blame at the door of his adversary. The peoples who obey them submissively resign themselves with the thought that a power higher than mankind has ordered it thus. Again, the venerable refrain is heard: 'The fatality of war is stronger than our wills'; the old refrain of the herd that makes a god of its feebleness and bows down before him. Man has invented fate, that he may make it responsible for the disorders of the universe, those disorders which it was his duty to regulate. There is no fatality. The only fatality is what we desire; and more often, too, what we do not desire enough. Let each man repeat his own *culpa*! The leaders of thought, the Church, the Labour parties did not desire war. That may be. What then did they do to prevent it? What are they doing to put an end to it? They are stirring up the bonfire, each one bringing his faggot. The most striking feature in this monstrous epic, and one without any precedent, is the unanimity for war in each of the nations engaged. An epidemic of homicidal fury, which started in Tokyo ten years ago, has spread like a wave and overflowed the whole world. None has escaped its contagion. A sort of demonic frenzy broods over this conflict of the nations, from which only a mutilated Europe can issue. For it is not racial passion alone which is hurling millions of men blindly against one another, so that not even neutral countries remain free of the dangerous thrill, but all the forces of the spirit, of reason, of faith, of piety, and of science, all have placed themselves at the disposal of the armies in every State. There is not one amongst the leaders of thought in each country who does not proclaim with conviction that the cause of his people is the cause of God, the cause of liberty, and of human progress. And I, too, proclaim it.

### "THE FAILURE OF THE CHURCHES."

"Come, friends! Let us make a stand! Can we not resist this contagion, whatever its nature and virulence be, whether epidemic, or cosmic force? Do we not fight against the plague, and strive even to repair the disaster caused by an earthquake? Or must we bow ourselves before it, agreeing with Mazzini in his famous article that 'In this universal disaster, patriotism alone triumphs'? Shall we say with him that it is good and reasonable that the demon of international war, which mows down thousands of beings, should be let loose, so that the great and simple truth, 'Love of our country,' be understood? It would seem, then, that love of our country can flourish only through the hatred of other countries and the massacre of those who sacrifice themselves in the defence of them. There is in this theory a ferocious absurdity, a Neronian diabolism which repels me in the very depths of my being. No! Love of my country does not demand that I shall hate and slay those noble and faithful souls who also love their country, but rather that I should honour them and seek to unite myself with them for our common good.

"You Christians will say—and in this you seek consolation for having betrayed your Master's orders—that war exalts the virtue of sacrifice. And it is true that war has the privilege of bringing out the genius of the race in the most commonplace of hearts. It purges away, in its bath of blood, all dross and impurity; it tempers the metal of the soul; a niggardly peasant, of a timorous citizen can make a hero of Valmy. But is there no better employment for the devotion of one people than the devastation of another? Can we not sacrifice ourselves without sacrificing our neighbours as well?

### "VENGEANCE OR JUSTICE?"

"When the war is over! The evil is done now, the torrent let loose and we cannot force it back into its channel unaided. Moreover, crimes have been committed against rights, and the sacred treasures of peoples and of nations have been violated. Europe cannot pass over unheeded the violence done to the noble Belgian people, the devastation of Malines and Louvain, sacked by modern Tillys. But in the name of heaven let not these crimes be expiated by similar crimes. Let not the hideous words 'vengeance' and 'retaliation' be heard; for a great nation does not revenge itself; it re-establishes justice. But let those in whose hands lies the execution of justice show themselves worthy of her to the end.

"Our first duty, then, all over the world, is to insist on the formation of a moral High Court, a tribunal of impartial sciences to watch and pass impartial judgment on any violation of the laws of nations. And since committees of inquiry formed by belligerents themselves would be always suspect, the neutral countries of the old and new world must take the initiative.

### "AN APPEAL TO THE NEUTRAL STATES."

"The neutral countries play too modest a rôle. In the face of unbridled force they are inclined to believe that opinion is defeated in advance; and the majority of thinkers in all countries share the pessimism. There is a lack of moral courage here as well as of clear thinking. For just at this time the power of opinion is immense. The most despotic of Governments, even though marching to vic-

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tery, trembles before public opinion and seeks to propitiate it. Nothing shows this more clearly than the efforts of both parties engaged in war, of their Ministers, Chancellors, sovereigns, of the Kaiser himself—turned journalist—to justify their own crimes, to denounce the crimes of their adversary at the invisible tribunal he seen at last; let us venture to constitute it. Ye know not your power, O ye of little faith. If there be a risk will you not take it for the honour of humanity? What is the value of life when you have saved it at the price of all that is worth living for?

"But for us, the artists and poets, priests and thinkers of all countries, remains another task. Even in time of war it remains a crime for the finer spirits to compromise the integrity of their thought; it is shameful to see it serving the passion of a puerile, monstrous policy of race, a policy scientifically absurd—since no country possesses a race wholly pure. Humanity is a symphony of great collective souls, and he who understands and loves it only by destroying a part of those elements proves himself a barbarian.

"For the finer spirits of Europe there are two dwelling-places—our earthly fatherland, and that other city of God. Of the one we are guests, of the other the builders. To the one let us give our lives, and our faithful hearts; but neither family, friend, nor fatherland, nor sought that we love has power over the spirit, which is the light. It is our duty to rise above tempests, and thrust aside the clouds, which threaten to obscure it; to build higher and stronger, dominating the injustice and hatred of nations, the walls of that city wherein the souls of the whole world may assemble."



## SHIPPING

## ARRIVALS.

ANNU, British str., 1,350, Geo. Bedy, 8th January—Shanghai 3rd January, General—Butterfield & Swire.  
 CRYLON MARU, Japanese str., 3,077, K. Fujino, 7th January—Moji 3rd January, General—Nippon Yusen Kaisha.  
 CHENAN, British str., from Canton, 9th December.  
 CHUYEN, Chinese str., from Canton, 9th December.  
 CHUSAN, British str., 1,337, Robertson, 9th January—Bangkok 25th December, General and Rice—Butterfield & Swire.  
 EASTERN, British str., 2,272, F. Carter, 9th January—Melbourne 7th December, General—Order.  
 HAITAN, British str., 1,183, J. H. Thomson, 8th January—Amoy 7th January, General—Douglas LaPraik & Co.  
 HANSH, French str., 1,434, F. Morvan, 8th January—Haiphong 3rd Jan., General—A. R. Morty.  
 HOUTON, British str., 693, N. Ritchie, 9th January—Shanghai 5th January, General—Butterfield & Swire.  
 HENRIK IMSEN, Norwegian str., 2,030, J. Sanderson, 7th January—New York 2nd November, General—India Line.  
 HONGKONG, British str., 2,050, W. H. Shaw, 7th January—Singapore 3rd January, General—Order.  
 HUXLEY, British str., 1,140, McDonald, 7th January—Hongkong 5th January, Coal—Butterfield & Swire.  
 KATHLAMBA, British str., 4,103, C. J. Smith, 7th January—Manila 4th Jan., General—Shevan, Jones & Co.  
 KUCHIKO, British str., 1,220, E. Forsyth, 7th January—Hobart 4th Jan., Sugar and General—Butterfield & Swire.  
 NELSON, British str., 4,790, A. M. King, 8th January—London 1st Dec., Cotton—Twiss and General—P. & O. S. N. Co.  
 PENANG MARU, Japanese str., 3,201, Kusubiki, 8th January—Moji 3rd January, General—Nippon Yusen Kaisha.  
 TAMON MARU, Japanese str., 1,828, Y. Fujita, 8th January—Mitsui Bussan Kaisha.  
 TONGHONG, British str., 1,319, P. Pryn, 8th January—Saigon 3rd January, General—Order.  
 TSINGTAU MARU, Japanese str., H. Tsuchioka, 8th January—Chingwangtao 1st January, Coal—Dallwell & Co.

## DEPARTURES.

ANNA, Norwegian str., for Bangkok.  
 ANNU, British str., for Canton.  
 AMBANA, British str., for Chinwangtao.  
 CHENAN, British str., for Shanghai.  
 CHUYEN, Chinese str., for Shanghai.  
 CHINGCHOW, Brit. str., for Port Paravall.  
 DALIN MARU, Jap. str., for Saigon.  
 DEWONGSE, British str., for Vladivostok.  
 EUGENIA, Russian str., for Nagasaki.  
 HILTON, British str., for Pakhoi.  
 KASHING, British str., for Swatow.  
 KIO MARU, Japanese str., for Japan.  
 KUTSANG, British str., for Shanghai.  
 KREICHOW, British str., for Haiphong.  
 LOKSANG, British str., for Hoihow.  
 MORSEY, British str., for Saigon.  
 QUANTA, Norwegian str., for Bangkok.  
 SAIGON MARU, Jap. str., for Saigon.  
 TAMON MARU, Jap. str., for Moji.  
 YEO MARU, Japanese str., for Canton.  
 YUENSANG, British str., for Manila.  
 ASIA MARU, Jap. str., for Singapore.  
 CRYLON MARU, Jap. str., for Quinhon.  
 HENRIK IMSEN, British str., for Vladivostok.  
 HUNAN, British str., for Amoy.  
 KOHUNA MARU, Jap. str., for Moji.  
 NELSON, British str., for Shanghai.  
 PROMETHEUS, Nor. str., for Bangkok.  
 TSINGTAU MARU, Jap. str., for Chingwangtao.

## NOTICES TO CONSIGNEES

EAST ASIATIC COMPANY, LIMITED  
 COPENHAGEN.

## NOTICE TO CONSIGNEES.

## THE Motor-ship

"TONGKING."  
 Having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, where delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 10th inst., at 10 A.M.

All Claims must reach us before the 18th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

THORSEN & Co.,  
 Agents.

Hongkong, 4th January, 1916. [148]

## AMERICAN AND MANCHURIAN LINE

## NOTICE TO CONSIGNEES.

FROM NEW YORK AND COLOMBO.

## THE Steamship

"KATHLAMBA."  
 Captain C. G. Smith, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Friday, 14th Jan., at 10 A.M.

All Claims must be presented within FIFTEEN Days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th Jan. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co.,  
 Agents.

Hongkong, 7th January, 1916. [157]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

## SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	FLAG & REG	ROUTE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DELIVERED
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NOVARA	Brit. str.	—	H.R. Hetherington, R.N.R.	P. & O. S. N. Co.	On 14th inst., at 3 P.M.
LONDON	KANAS	Brit. str.	—	—	THE BANK LINE, LIMITED	On 15th Feb.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	KASHIMIR	Brit. str.	—	F. H. S. Stone	P. & O. S. N. Co.	About 28th inst.
MARSHALLS LONDON & VIA SHANGHAI, &c.	MISHIMA MARU	Jap. str.	—	S. Wada	NIPPON YUSEN KAISHA	On 13th inst., at Noon.
MARSHALLS LONDON & VIA SHANGHAI, &c.	ATHOS	Freem. str.	—	—	MESAGNERIES MARITIMES	To-morrow, at 5 P.M.
VICTORIA & TACOMA VIA SHANGHAI, &c.	TACOMA MARU	Jap. str.	—	T. Hamada	OSAKA SHOSHA KAISHA	To-morrow, at 3 P.M.
VICTORIA, B.C. & SEATTLE VIA KANLUG, &c.	SADO MARU	Jap. str.	—	K. Asakawa	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
NEW YORK VIA SUBZ	SKIPTON CASTLE	Brit. str.	—	—	DODWELL & Co., Ltd.	On 29th inst.
BOSTON & NEW YORK	KATHLAMBA	Brit. str.	—	—	THE BANK LINE, LIMITED	On 12th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHITO MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 25th inst., at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	PERIA MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 3rd Feb., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EXPRESS OF JAPAN	Brit. str.	—	W. Dixon Hopson	CANADIAN PACIFIC R. CO.	On 2nd Feb.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	—	A. J. Halley	CANADIAN PACIFIC R. CO.	On 16th Feb.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	Takeda	NIPPON YUSEN KAISHA	On 14th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	EMPER	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On 17th inst., at 11 A.M.
DELAGO BAY, DURBAN, EAST LONDON, &c.	CHANGSHA	Brit. str.	1 m.	F. C. Gambrell	BUTTERFIELD & SWIRE	On 21st inst.
NAGASAKI, KOBE & YOKOHAMA	GUSARAT	Brit. str.	—	—	THE BANK LINE, LIMITED	On 14th inst., at 10 A.M.
JAPAN	HITACHI MARU	Jap. str.	—	Tomimaga	NIPPON YUSEN KAISHA	To-morrow.
TSINGTAO, WEIHAIWEI, CHEFOO & DALNY	TIENHONG	Brit. str.	1 m.	—	JAVA-CHINA-JAPAN LINE	To-morrow, at D'Light
SHANGHAI	HOPSON	Brit. str.	—	Robertson	BUTTERFIELD & SWIRE	On 13th inst., at D'Light
SHANGHAI, KOBE & YOKOHAMA	CORDELLER	Brit. str.	—	—	MESAGNERIES MARITIMES	On 12th inst.
SHANGHAI	SHIKING	Brit. str.	1 m.	Bedy	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	MONSARA	Brit. str.	—	C. Williams	BUTTERFIELD & SWIRE	On 13th inst., at 4 P.M.
SHANGHAI	KWONGSANG	Brit. str.	—	R. P. Fyfe, R.N.R.	P. & O. S. N. Co.	About 13th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YUKIKI	Dut. str.	—	W. F. Richard	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at D'Light
SHANGHAI, MOJI, KOBE & YOKOHAMA	KIRIN MARU	Jap. str.	—	Sasaki	NIPPON YUSEN KAISHA	On 19th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	MITAZAKI MARU	Jap. str.	—	Teranaka	NIPPON YUSEN KAISHA	On 20th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	TOBA MARU	Jap. str.	—	Takano	NIPPON YUSEN KAISHA	On 25th inst., at 10 A.M.
SWATOW & TAKAO VIA SWATOW & AMOY	SOEYU MARU	Jap. str.	—	Murakami	NIPPON YUSEN KAISHA	On 18th inst., at 10 A.M.
SWATOW, AMOY & FOCHOW	HATTA	Brit. str.	2 h.	A. Kobayashi	OSAKA SHOSHA KAISHA	On 16th inst., at 8 A.M.
SWATOW, AMOY & FOCHOW	HAICHING	Brit. str.	2 h.	J. S. Thomson	DOUGLAS LAFRAIK & Co.	To-morrow, at 2 P.M.
SWATOW, AMOY & FOCHOW	CHIKU	Brit. str.	2 h.	W. O. Parkmore	DOUGLAS LAFRAIK & Co.	On 14th inst., at 2 P.M.
MANILA, CEBU & ILOILO	LOONGSANG	Brit. str.	1 m.	A. H. Stewart	DOUGLAS LAFRAIK & Co.	On 18th inst., at 1 P.M.
MANILA	YUENSANG	Brit. str.	—	Shiford	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at 3 P.M.
MANILA	YUENSANG	Brit. str.	—	W. M. Meenye	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at 3 P.M.
MANILA	YUENSANG	Brit. str.	—	Murakami	NIPPON YUSEN KAISHA	To-day.
MANILA	YUENSANG	Brit. str.	—	S. Fujino	NIPPON YUSEN KAISHA	To-morrow, at 3 P.M.
MANILA	YUENSANG	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at 3 P.M.
MANILA	YUENSANG	Brit. str.	—	C. J. Matlock	JARDINE, MATHESON & Co., Ltd.	On 1st Feb., at 3 P.M.
MANILA	YUENSANG	Brit. str.	—	Glor	JARDINE, MATHESON & Co., Ltd.	On 3rd Feb.
MANILA	YUENSANG	Brit. str.	—	D. J. Gardiner	THE BANK LINE LTD.	On 13th inst., at 10 A.M.
MANILA	YUENSANG	Brit. str.	—	Imahumi	OSAKA SHOSHA KAISHA	On 14th inst., at 8 A.M.
MANILA	YUENSANG	Brit. str.	—	Mansfield	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 8 A.M.

## INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
 FOR PASSENGERS TO SAIGON

*SINGAPORE, PENANG & CALCUTTA "FOOKSANG"	Tuesday, 11th Jan., 3 P.M.
*SHANGHAI "HOI SANG"	Thursday, 13th Jan., D'Light.
*SHANGHAI "KWONGSANG"	Friday, 14th Jan., D'Light.
*HAIKONG "TAKSANG"	Friday, 14th Jan., 8 A.M.
*MANILA "LOONGSANG"	Saturday, 15th Jan., 3 P.M.
*SINGAPORE, PENANG & CALCUTTA "CHUNSHANG"	Saturday, 22nd Jan., 3 P.M.
*SINGAPORE, PENANG & CALCUTTA "YUENSANG"	Saturday, 22nd Jan., 3 P.M.
*SINGAPORE, PENANG & CALCUTTA "NAMSANG"	Tuesday, 1st Feb., 3 P.M.

## RETURN TOURS TO JAPAN.

The steamers "KUTSANG," "NAMSANG," "LAZANG" and "FOOKSANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 83 days. This service is supplemented by the "YATSUKI," "KUTSANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

\*Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.

\*Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dalny, Weihaiwei.

\*Taking cargo on Through Bills of Lading to Kudat, Lahad Datta, Singapore, Tawau, Usukan, Jesselton and Labuan.

Telephone No. 215.  
 For Freight or passage, apply to JARDINE, MATHESON & Co., Ltd.  
 Hongkong, 10th January, 1916. GENERAL MANAGERS. [8]

## BRITISH INDIA S. N. CO., LTD.

## NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals twice a week.

Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.

Telephone No. 215.

Hongkong, 16th April, 1915. [24]

Agents:

Hongkong, 16th April, 1915.

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## CANADIAN PACIFIC RAILWAY

COMPANY'S  
 STEAMSHIP LINE

FROM CHINA & JAPAN TO

CANADA, UNITED STATES & EUROPE

VIA VANCOUVER.

CALLING AT SHANGHAI, NAGASAKI (Inland Sea), KOBE AND YOKOHAMA.

QUICKEST TIME ACROSS THE PACIFIC

"EMPRESS OF RUSSIA"—"EMPRESS OF ASIA"

16,850 Tons Gross Register—Quadruple Screw—Speed 21 Knots.

"EMPRESS OF JAPAN" ... REDUCED FIRST CLASS FARES.

"MONTEAGLE" ... INTERMEDIATE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.

"EMPRESS OF JAPAN" ... 9 FEB. "EMPRESS OF ASIA" ... 20 APRIL

"MONTEAGLE" ... 18 "MONTEAGLE" ... 25

"EMPRESS OF RUSSIA" ... 23 MAR. "EMPRESS OF RUSSIA" ... 18 MAY

"EMPRESS OF JAPAN" ... 5 APR. "EMPRESS OF ASIA" ... 15 JUNE

For further information, Sailings, Guide Books, etc., please apply to

• Calls at MOJI instead of NAGASAKI.

D. W. CRADDOCK,  
 GENERAL TRAFFIC AGENT,  
 HONGKONG.

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## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGO BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING:  
 From Hongkong, Connecting with "GUJARAT" From Colombo 24th January. 18th February.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGO BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING  
 S.S. "SALAMIS" ... From Hongkong: 14th Feb, 1916

FIRST CLASS ACCOMMODATION FOR PASSENGERS.  
 FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to—  
 THE BANK LINE, LIMITED,  
 MANAGING AGENTS

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## "ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For ... Steamer ... Sails ... On 16th Feb.

LONDON ... "KANSAS" ... On 16th Feb.

Subject to change without notice.  
 For rates of freight and further information apply to  
 THE BANK LINE, LTD.,  
 OR TO RHEIS & Co., CANTON.  
 HONGKONG 26th October, 1915. GENERAL AGENTS. [104]

## PASSENGERS.

## ARRIVED.

Per *Haitan*, from Amoy, for Hongkong, Mr. J. H. Oubert.  
 Per *Eastern*, for Hongkong, from Melbourne, Miss E. Stinson; from Dunedin, Miss James; from Sydney, Mr. and Mrs. Duncan, Miss Luckman, Miss Swarbrick; from Manila, Miss Ogg, Mr. Neely, Mr. W. D. Graham, Mr. Comas, Mr. and Mrs. Gunn and 2 children; Mr. and Mrs. McKean, Mr. Jones and Mr. Borina.  
 Per *Melrose*, for Hongkong, from Bombay, Mr. Oboonard and Miss B. Agnins; from London, Miss Sells, Rev. Nor'm, Mrs. Foulds and 2 children, Mrs. Leachlan infant and amah, Mrs. Heanley and infant, Mr. Mylchreest and Mr. Brook; from Marseilles, Mr. Croswaito; from Aden, Mr. S. S. Murray; from Singapore, Mr. Taylor, Miss Blagg, Mr. and Mrs. Reed, Mr. D. R. Sheldon, Mr. A. D. Allan, Mr. R. Olsen, Miss Arnold, Mr. M. Mackeller and Mr. A. H. Black.

## VESSELS EXPECTED.

## CANADIAN MAIL.

The *Empress of Japan* left Vancouver on Saturday, the 1st inst., p.m., and is due to arrive at Hongkong on Sunday, the 23rd inst.  
 The str. *Monteagle* arrived at Vancouver on Monday, January 3rd, p.m., leaves Vancouver to-day, and is due to arrive at Hongkong on Sunday, the 6th February.

## THE AUSTRALIAN MAIL.

The str. *Changsha*, of the Australian Oriental Line, left Sydney for Hongkong via usual Australian and Philippine ports on December 24th, and may be expected to arrive on or about January 15th.

## MERCHANT STEAMER.

The str. *Mongara* left Singapore for this port on the 6th inst. a.m., and is due here on the 13th inst., at about 2 p.m.

## VESSELS ON THE BEERTE

## THE AMERICAN AND MANCHURIAN LINE.







